PACIFIC LINES

Southern Pacific Bulletin

AUGUST 1943





THOUSANDS of applicants have been interviewed at SF and LA labor employment headquarters and at other SP offices, but the railroad is still in need of 7,500 workers.

NEED MORE RAILROADERS

SOUTHERN PACIFIC needs help! You, as an SP'er, busily working in a vital war industry, have a stake in that appeal.

SP needs over 7500 more men and women immediately for vital war work. Every SP man and woman can become a recruiting officer to fulfill this appeal. Each can help sign up others to aid SP in keeping the war trains rolling.

In a message to SP'ers, President A. T. Mercier declares:

"Southern Pacific needs over 7500 more men and women to work for the railroad. If our traffic load increases with increased war effort in the Pacific, as we expect, we will need many, many more. We must have this additional help to meet our war responsibilities—to do the war job that every SP'er wants done.

"Every member of our SP family has a circle of friends and acquaintances, and comes in contact with many other persons. Certainly in this host of people known to SP personnel there are a great number whose experience and capacity can be used by the railroad . . . many who will come to us if the right suggestion is made to them. Many who are in non-essential industry want to get into war work, and of course Southern Pacific is a most important war industry. Every one of you must know someone who is a prospect for SP employment. Won't you please do all you can to "sell" these people on joining Southern Pacific.

"Much was accomplished by employes in digging up business when we needed it so badly. We appreciate the good work you are doing now, as individuals, which is reflected by SP's splendid record in meeting the war load. I am sure you can do equally well in recruiting SP men and women for the many jobs we offer."

SP's needs are for brakemen, yardmen, firemen, yard clerks, station help, carpenters, painters, signalmen, helpers in all crafts, shop and store department helpers (men and women); machinists and helpers, boilermakers, car repairers and inspectors, blacksmiths, pipefitters, electricians, office workers and many others. Many jobs are open where no previous railroad experience is required.

SP'ers are asked to talk to their friends and acquaintances and to tell them the many advantages of working for the railroad. Some of you have been on the job 10, 20, 30 and more years. Some of you are "brand new" on the job. All of you are getting a great thrill out of the splendid war job SP is recording. Why not tell others of SP's needs and advantages?

Recruiting tips should be turned in to your supervisory officer, giving name, experience, age and draft status of prospective employes. SP'ers are urged not to submit names of persons already employed in defense industry.

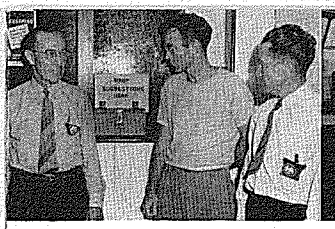
Large posters, similar to the one shown in the cover picture of this issue, are to be displayed on office, yard, station, shop and other bulletin boards throughout the railroad as a means of keeping this urgent appeal before the attention of employes in all departments. There will be smaller posters for inside offices.

Supplementing this recruiting program within the SP organization, the Advertising Department has launched a vigorous campaign to attract attention of the general public through the use of special posters for station bulletin boards, window displays in the Company's city offices, and through varied advertising attacks at certain points. All of which is supplementing the widespread advertising program that has been carried on for many months by the Labor Employment Office through the classified columns of newspapers throughout SP territory and in eastern states.

WINDOW DISPLAYS PRESENT APPEALS FOR WORKERS IN OFFICE POSITIONS



Cover Picture: Fireman Seymour J. Bailey, sixteen years with SP, and Machinist Helper Nora Rice, one of the recent railroadettes, are mighty proud of their patriotic war jobs at San Francisco's Mission Bay Roundhouse.







SUGGESTION BOX: H. J. Smith (left), asst. genl. storekeeper, Sacramento; John L. Thompson, "A" helper at No. 1 Store, and Chas. E. Tyrer, genl. frmn., Sacto Stores, shown at one of suggestion boxes in use. ● Right: Wayne Ramsey, Sacramento, who suggested an improved way to reclaim zinc which produces 400 pounds daily.

AN 'SOS' FOR GOOD IDEAS

DO YOU have a suggestion serving to increase plant capacity by getting greater use out of existing facilities?

Do you have an idea that will place SP in a position to handle with greater efficiency the heavy volume of freight traffic now offered?

Do you have an idea that will increase SP capacity to handle the overwhelming volume of passenger traffic by getting greater use out of existing ticket offices, coaches, Pullmans or other equipment?

Do you have an idea that will improve the operation of your own job?

If so, please pass it along. For with this announcement, SP is undertaking a systemwide plan for development of employe suggestions.

This appeal is directed to every SP'er —you men and women of the shops, yards, offices, trains, stores, ticket and freight offices. Please give this matter your best thinking and let your supervisor have your ideas at once.

Suggestion boxes will be placed in shops, stores, and terminals, and employes will be encouraged to submit suggestions of every kind.

Ideas win wars. And that's why this appeal is being voiced. Because SP, handling undreamed of loads of war materiel, expects even more staggering traffic to be offered. Your idea needn't be a big one that perhaps calls for critical materials that can't be obtained. It can be simple and unusual and yet prove the solution to some annoying problem.

Suggestions from employes have always been warmly greeted by SP officials and supervisors, and thousands of ideas over the years have been adopted that have made the task of the workers simpler and safer. But the need for ideas today is more vital than ever before with manpower and material shortages perplexing the railroads.

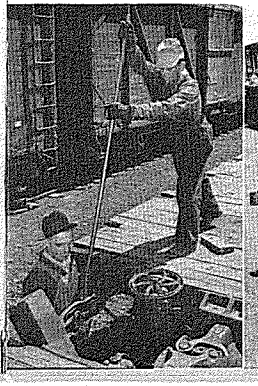
Of the plan to encourage all SP men and women to submit ideas for improvement of devices or of ways of doing things, President A. T. Mercier declares:

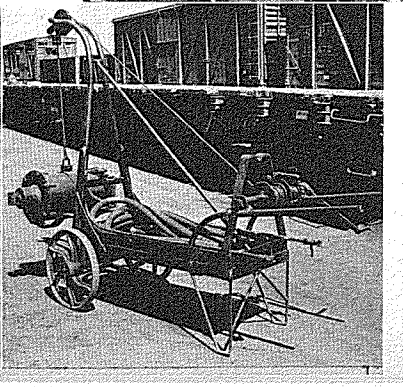
"Suggestions serving to increase plant capacity by getting more work out of existing facilities are much to be desired and can be regarded by the employe as a direct and patriotic contribution to the over-all war effort in which the Southern Pacific, as well as other railroads, is taking a leading part. Encouragement should go particularly to the point of developing ideas that will place us in a position to handle with greater efficiency the heavy volume of traffic now offering. All persons making suggestions should know that their ideas will be courteously and thoroughly considered, even though some of such ideas may seem to be either novel or drastic."

Ideas have been plentiful in recent months and many have been put in effect

IDEA suggested by Chas. Walls (above), genl. frmn. of blacksmiths, Sacramento, improved manufacture of brake shoes and brought saving of materials.







DEVELOPERS OF AIRJACK: (above): J. E. Whalley (third from left), Eugene, conceived idea for new horizontal airjack for blocking flat cars into rigid units for loading long pilling. W. H. McAlister, (left), Ashland, built first working model; W. E. Jackson drew blueprints for another at Eugene, where W. B. Medill, right, produced a second working model. ● Older method of using track jacks is demonstrated (left) by Don C. Kilgore (left), and D. H. Mitchell, Eugene carmen. New airjack (photo left) is one produced for use at Eugene, Oregon. Use of air jacks reduces time needed to block flats and shortens the period of detention of the flat cars.

on SP—some familiar to you already and some brand new. For instance:

There's the idea just put into effect that SP coach space be reserved in advance to correct the overcrowding of trains. It's new and novel. In a number of ticket offices, too, counters have been rearranged and wickets installed so as to increase efficiency and expedite the orderly flow of patrons. At SF there was installed a special ticket booth to handle heavy Peninsula traffic so the main office could concentrate on mainline and military traffic.

There's the idea of District Car Service Agent J. E. Whalley of Eugene for a horizontal airjack to space and block flat cars in rigid pairs, triples or quads to handle unusual lengths of Oregon piling that has cut car preparation time required in half. He conceived the airjack as a substitute for manually-operated track jacks. The older method represented the expenditure of much time and manpower and delay to flat cars.

Flat cars switched into pairs and triples require practically all slack to be taken out of draft gears (coupler assembly complete) and for steel blocks to be fastened behind coupler heads so that the several flat cars coupled together become one rigid unit. Only a small amount of slack remains between coupler knuckles which permits cars to negotiate curves.

The idea for his horizontal airjack came to Whalley during a visit to the Eugene Yards. Then he conferred with Master Car Repairer W. B. Medill, Eugene, and Car Foreman W. H. McAllister, Ashland. McAllister built the first working model and Medill shortly afterward produced another. Now, instead of an hour's operation for two men to block each unit, the airjack's use cuts the time in half.

There's the idea that came to Charles Walls, genl. foreman of blacksmiths, Sacramento, for a better method of manufacturing brake shoes that has resulted in improved production and savings estimated at approximately $4800 yearly as well as savings of critical materials.

Walls' idea was to increase the length of the slot in the brake shoe back from 2⅜" to 2¾" and to use the 2¾" piece removed to make the clip formerly made from purchased 3/16" x 1" steel bars. By making the Clip from the waste punching instead of from new bars, savings have resulted in cost of the new bars, and labor costs to shear to length. Material now used for clips but formerly scrapped will total 156,000 pounds yearly.

There's the idea of Wayne Ramsey, reclamation and welding foreman, Sacramento General Stores, for increased reclamation of war-vital zinc from used batteries—now the only source of zinc supply for SP. Ramsey's idea was to adapt the hammermill, used to crush firebrick, to the zinc reclaiming process.

The hammermill rips open the zinc covering and breaks up the carbon. The twisted zinc pieces and crushed carbon are then run through a tumbler and the carbon falls to the ground through the perforations while the zinc remains behind. Four hundred pounds are produced daily by Ramsey's method against 100 pounds by the former method of using an iron ball to break up the carbon and water to float it off.

There's the idea of John L. Thompson, "A" helper at No. 1 Store, Sacramento, for a cart for handling of carboys of acid that makes the operation safer and another that resulted in speedier car loading.

There's the idea of C. C. Cross, Eugene carman, for a carriage for mounted wheels that has simplified handling.

There's the idea back of the now familiar box lunches on trains to help relieve the jampacked dining cars.

And so it goes. Just somebody's ideas, all. So let SP have yours, please.

UNLOAD 'EM FAST; KEEP 'EM ROLLING

PROMPT unloading of freight cars to assist the railroads in handling heavier future tonnages on the Pacific Coast, was the subject of an address by R. D. Rodenberger, Oakland city freight agent for SP, before a group of lumbermen in Oakland, May 14. The lumbermen met at offices of the Wood Products Co., which firm thought so well of its importance that the talk was reproduced for wide distribution.



R. D. Rodenberger

Rodenberger's talk was along lines of action being taken by the railroads, Shippers' Advisory Boards and other organizations of shippers and trafficmen over the nation, in campaigns growing out of recent ICC conferences. "Save another car day" is the slogan that seeks to attain (1) reduction of the turn-around time of cars by the railroad; (2) more efficient use of equipment by shippers; (3) more intensive efforts toward car efficiency by the Army, Navy and other government agencies.

Rodenberger said in part: "The ability of the railroads to do their job of transporting the immense tonnage created by the war effort is dependent in no small measure upon the cooperation of the shippers and receivers of carload freight in loading and unloading cars and the prompt release of equipment.

"When more cars are consigned to an individual receiver than he is able to accept on his tracks for unloading, or where carload shipments are made to him beyond the physical capacity of his plant or labor to handle, that receiver should take immediate corrective steps. That can be accomplished by stopping further shipment of cars at source until the situation is cleared or by sending cars on hand or diverting cars in transit to a point where prompt unloading can be done. His failure to take this type of action means that all cars which cannot be placed upon his industry spur must be held in the railroad yards.

"We, as carriers, have been definitely put on notice that ***we must keep our lines and terminals absolutely fluid;*** that we must be in position to accept any and all shipments of essential war materials and supplies whenever offered. It must be assumed that when our war effort in the Pacific is intensified, the facilities of the Pacific Coast rail lines will be taxed to their capacity.

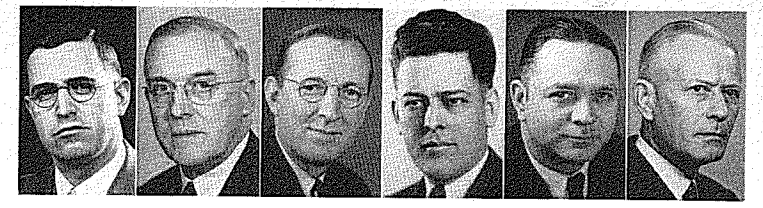
"Aside from the factor of congestion is the one of car supply. Car detention is the immediate cause of car shortages. The rail lines are carrying tonnage of unprecedented proportions with fewer locomotives and less cars than during the war years of 1917 and 1918. We know what happened then to the available car supply. We cannot allow a similar condition to develop. We have made great strides in providing better motive power and larger cars. Long before Pearl Harbor studies were made and plans formulated to take care of the transportation needs should we become engaged in a Pacific war. What could not be foreseen was the effect of total war on transportation, industry and labor.

"If every shipper could and would load or unload and release every car the first day we would have an ideal situation. We would then have all cars immediately available for reuse. When cars are held for two days the car supply is cut in half. When held three days we have only one-third of our cars available for loading. And so it goes. What the 'A. B. C. Co.' does at its plant in this connection has a direct effect upon the situation at the 'X. Y. Z. Co.' factory and its ability to produce. Figuratively, many of these plants are 'up to their ears' in war work. It is our collective job to see that they keep operating at full capacity. It is up to us to see that all military movements are handled with dispatch.

"Frankly, we of the Southern Pacific family are determined that everything within our power will be done to prevent needless car detention and the resultant congestion. It is our obligation to the industries and war plants we serve."

Southern Pacific
Bulletin
ERLE HEATH, *Editor*
WILLIAM VIELHAUER, *Asst. to Editor*
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GH



D. J. McGanney H. W. Klein F. C. Nelson W. G. Peoples L. A. Brockwell H. L. Smith

TRAFFIC OFFICERS TAKE NEW POSITIONS

PROMOTION of D. J. McGanney to general traffic manager at Chicago, and H. W. Klein to succeed McGanney as assistant vice president, system freight traffic, at San Francisco, headed a number of important appointments last month in the Company's system traffic organization.

McGanney succeeds the late Sherman K. Burke, and will have supervision of freight and passenger traffic matters in the middle western, eastern and southern states. His appointment was effective July 15.

Other advancements effective same date: F. C. Nelson, from freight traffic manager, San Francisco, to freight traffic manager, Portland, being succeeded by W. G. Peoples, formerly freight traffic manager, New York; L. A. Brockwell to succeed Peoples; and H. L. Smith to succeed Brockwell as asst. to freight traffic manager in charge of rates and divisions, San Francisco. Successor to Smith as asst. general freight agent, San Francisco, was not announced.

McGanney's first SP work was in 1911 in the Auditor's Office. He transferred to Executive Dept. a short time later and went to Genl. Freight Dept. in 1917. In steady advancement he became asst. genl. freight agent in 1926, then through various positions to genl. freight agent, Central District, in 1934, and freight traffic manager in 1942. He had been asst. vice president since December last year.

Klein returns to San Francisco from Portland where he had been, successively, genl. frt. agt. and frt. traf. mgr., North. Dist., since '34. He started with SP as a clerk in 1910, advanced through several positions in the Genl. Freight Dept. to become genl. freight agent of Central District in 1929.

Nelson started with Auditor Freight Accts. in 1908. After serving as a field artillery lieutenant in the last war, returned to the Genl. Freight Dept. as chief of divisions bureau. Through other positions he advanced to become asst. to freight traffic manager, SF, in 1940 and had been freight traffic manager, Central District, since December 1942.

Peoples comes to the Pacific Lines after long service in the General Agency territory. He started with SP in 1920 as traveling agent, Birmingham, Ala., where he was later traveling freight and passenger agent. Prior to his appointment in June, 1942, to freight traffic manager, New York, he had been general agent at Atlanta, Ga., and asst. to general traffic manager, Chicago.

Brockwell, who entered SP service in 1912, is also a veteran of World War 1, serving as a field artillery lieutenant. After the war he was district freight agent and asst. genl. freight agent at Portland, transferring in the latter position to San Francisco in 1936, and had been asst. to freight traffic manager in charge of rates and divisions since Dec. 1942.

Smith's railroad career started in the accounting offices of the Northwestern Pacific in 1907. He became a special accountant for SP in 1929 and the following year transferred to Genl. Freight Dept. to advance to positions of chief clerk, then asst. general freight agent.

In the Southern Freight Traffic Distrtict, A. G. Parker was appointed asst. general freight agent on July 16, following appointment that moved C. M. Biggs recently to position of general eastern freight agent at New York. Parker, who had been asst. to freight traffic manager, LA, since Feb. 1941, and whose service with SP dates from 1921, is succeeded by V. L. Arenth. These changes brought advancement to A. C. Hugg as dist. freight agent, Long Beach; W. A. Golden, H. E. Freeman and G. A. Thomas, to traveling freight agents in Pasadena, Los Angeles and Lompoc, respectively; and R. J. Mahan to traveling freight and passenger agent, El Centro.

A. G. Parker V. L. Arenth A. C. Hugg



-V-

San Francisco's Civilian Defense Council is making urgent call for auxiliary firemen, fire watchers, wardens, stretcher bearers, nurses' aids and other volunteers for the civilian mobilization program. SP'ers in that city who can possibly devote some time in this very important work are asked to phone Ex. 8515 or call at 532 Market Street.

Future of the West

"SOUTHERN PACIFIC showed its faith in the West long ago by providing transportation facilities in advance of the West's settlement and development. There has been no lessening of that faith."

So declared President A. T. Mercier recently in answering an industrial writer's question: "Will the West continue to grow and will it be able to consolidate its industrial gains?"

"Our big job now is winning the war," continued Mr. Mercier. "After the war, Western development will probably be stimulated by such increases of population as may come through wartime workers from the East remaining here permanently. This should mean a greater permanent labor supply and an enlarged nearby market for Western products. There is a prospect, also, that part at least of Western wartime industrial facilities may be converted into permanent Western activities. Another factor in the post war growth of the West would be the development on a large scale of our trans-Pacific trade."



LEFT: T. J. DENNY SHOWN AT SCREEN. (RIGHT: A. A. LOWE AND DENNY ADDRESS TYPICAL COACH SAFETY MEETING.

COACH MEETINGS CARRY SAFETY IDEAS TO MANY HUNDREDS

"TAKING safety meetings to the men" has received new impetus these busy wartime days. The need for developing ways and means of preventing accidents is greater than ever with the added incentive to avoid wastage of manpower which results from disabling injury.

The Safety Department, under the direction of A. A. Lowe, superintendent of safety, working closely with division superintendents, is assisting in holding safety meetings in coaches at various tie-up points in yards and throughout terminals.

In addition to talks by division officials, either Supt. Lowe, Supervisors T. J. Denny or Ralph C. Snyder, give the men up-to-date information concerning train accidents or personal injuries and display a series of slides to illustrate in a graphic manner how the accidents occurred so that all who attend may profit by the experience of others.

In addition to the slides depicting local incidents, the Safety Department is now using attractive sound-films produced under the direction of the National Safety Council of which SP is a member. These sound films are new and have been developed as a part of the national safety effort for reduction of casualties in industry at the direction of President Roosevelt, who called attention to the urgent need for all industries to cooperate to reduce the annual toll of 40,000 killed and 8,000,000 injured.

Railroads have during the past 25 years made substantial progress in reducing frequency of accidents until the present level is approximately 40% of what it was in 1918, but the remaining toll is far too high; hence the need for keeping alive the interest in Accident Prevention.

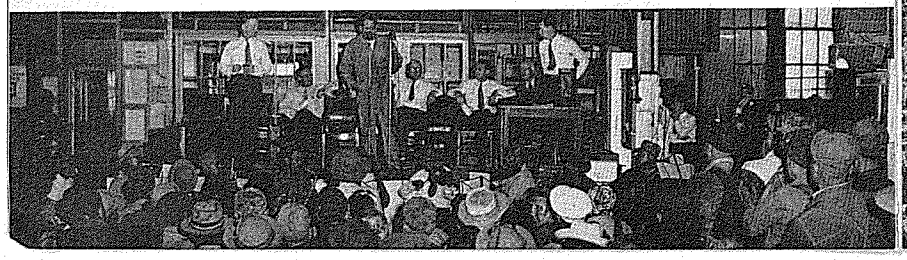
Use of the coach makes it possible to take the meetings to the men and women where they can see and hear the latest regarding this all-important subject and be reminded of the fact that "freedom from accident" can well be heralded as a "fifth freedom" which means more to each employe as an individual than to any other person or to his employer. Sound films have been shown to 3500 employes since May 15 and have been pronounced "tops" by all.

SF YARD GROUP WHICH MET IN COACH TO HEAR LATEST IDEAS ON THE ALL-IMPORTANT SUBJECT OF SAFETY.



TUCSON had proud moment when 600 employes gathered for presentation of 1942 Safety Plaque to the Mechanical Dept. of Tucson Div. Program was in charge of Asst. Mstr. Mech. J. A. Peters, assisted by Boilermaker Hlpr. Jacinto Orozco. Band numbers and songs were enjoyed. Talks were made by C. B. MacClellan, safety supv.; J. W. DeSpain, genl. locomotive frmn., and Donald McIntyre, mstr. car repr. The program was broadcast by KVOA at 1 p. m., Jimmie Powell announcing. First speaker was Peters, who introduced MacClellan, who read letter from Safety Supt. A. A. Lowe congratulating Supt. H. R. Hughes and Mstr. Mech. A. F. Burke for the fine record. Accepting plaque, Hughes praised men and officers for splendid work. Burke thanked employes for wonderful record. Mach. Hlpr. Cosme Barcelo sang. Orozco, on behalf of workers, pledged their full co-operation in every respect. R. R. Williams of KVOA made radio arrangements.

RADIO PROGRAM HERALDS AWARD OF SAFETY PLAQUE TO MECHANICAL DEPARTMENT OF TUCSON DIVISION.

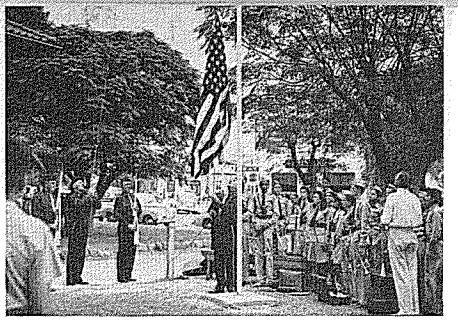


RESULTS IN WAR BOND DRIVE

LATEST returns in the drive for purchase of War Bonds through payroll allotment show that approximately 67 per cent of Southern Pacific employes are doing their patriotic bit to help make the national drive a success. However, it also means that about ONE OUT OF EVERY THREE EMPLOYES is NOT buying bonds regularly through the payroll plan. In fact, results during the past few months indicate a gradual decline instead of a hoped-for increase. In the past month, for example, there was a drop of two per cent, despite a cheer-deserving jump by Rio Grande Division from 42 to 81 per cent. This commendable increase was unfortunately more than offset when reduced percentages were reported by several units. Following table shows results as of July 20:

Divisions Shops and Other Units	Number of Employes	Number-% On Payroll Allotment
Stores	1725	1725 (100%)
El Paso Shops	1408	1408 (100%)
P. M. T.	678	671 (99%)
Sacramento Shops	3496	3391 (96%)
Los Angeles Shops	2026	1927 (95%)
General Office	4148	3634 (87%)
Rio Grande	4538	3699 (81%)
Traffic Districts	561	444 (79%)
San Joaquin	2587	1883 (72%)
Sacramento	4279	2892 (67%)
Dining Car	1793	1193 (67%)
Tucson	4179	2627 (62%)
Northwestern Pacific	872	532 (61%)
Salt Lake	3376	1995 (59%)
Los Angeles	7018	4128 (57%)
Western	7862	4256 (54%)
Coast	7161	3842 (53%)
Portland	4273	2243 (52%)
Shasta	2898	1523 (52%)
TOTALS	64,878	44,013 (67%)

* Does not include employes in service less than two months who are not buying bonds.



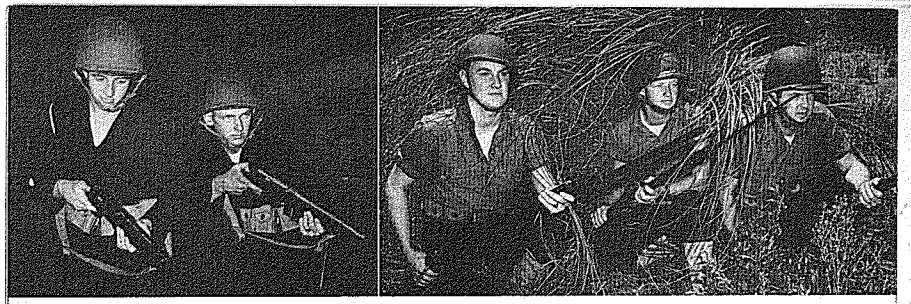
TUCSON RAILROADERS AND WAR VETERANS RAISE FLAG.

OLD GLORY was raised at Tucson Yard Office July 5 in an impressive ceremony with railroad and war veteran organizations' officers participating. Supt. H. R. Hughes made the principal address in accepting the flag from the American Legion which group conducted the flag raising ceremony. Legion Commander for Arizona, Steve Tormey was master of ceremonies. Honor Roll showing names of trainmen and yardmen in the armed forces was put in place. Arrangements were handled by Genl. Yardmaster A. G. Currier, Trainmaster R. M. Vest and Asst. Trainmaster J. J. Cowin.

PICNIC of Coast Div. locomotive engineers, annual event honoring veteran engineers, was attended June 27 by about 300, considered a large crowd in view of gas rationing and Sunday work for many engineers. In large group picture (below) are the pensioned engineers, and in group above them, at left, are the engineers and wives who assisted Mrs. W. G. Fifield and Herman Altmeyer (below) in presenting the hilarious Gay Nineties skit. W. S. Corbin was principal speaker. Ambrose Hargrave won the $25 War Bond. Chairman W. J. Baumeister had assistance of able committee.

COAST DIVISION ENGINEERS HONOR PENSIONERS AT NINTH ANNUAL PICNIC. (SEE ITEM ABOVE FOR DETAILS.)





ON THE ALERT with the Coast Guard as it observes this month the date of its origin in 1790 are the five former SP'ers above now stationed in the San Francisco area. Left: Art Kessler mach. hlpr., and John Wilborn, sheet metal wkr. appr., both from Sacramento Shops. Right: Richard Streeter, Aud. of Disb. Accts., SF; Geo. Graham, draftsman, LA; and Dillon Miller, warehouse frmn., LA. Many other SP'ers are in action with the Guard on home shores and on high seas. (Coast Guard photos.)

COAST GUARD: The Southern Pacific, proud of its more than 12,000 men and women in the armed forces, is equally proud to extend a birthday salute to the oldest of all the nation's naval services, the United States Coast Guard, on its 153rd birthday, Aug. 4. Wherever Uncle Sam's fighting forces are engaged in this global conflict, you'll find an SP'er. And likewise, the Coast Guard is serving on all battlefronts in carrying the fight to the enemy.

The Coast Guard is justifiably proud of its "firsts". When the United States fought the undeclared war of 1798, the Coast Guard was the first to do any fighting. First ships to fight pirates and patrol the Pacific were those flying the Coast Guard pennant. Even before Pearl Harbor, the Coast Guard reached out to engage the enemy when a cutter, on neutrality patrol, seized an Axis radio station in frozen Greenland.

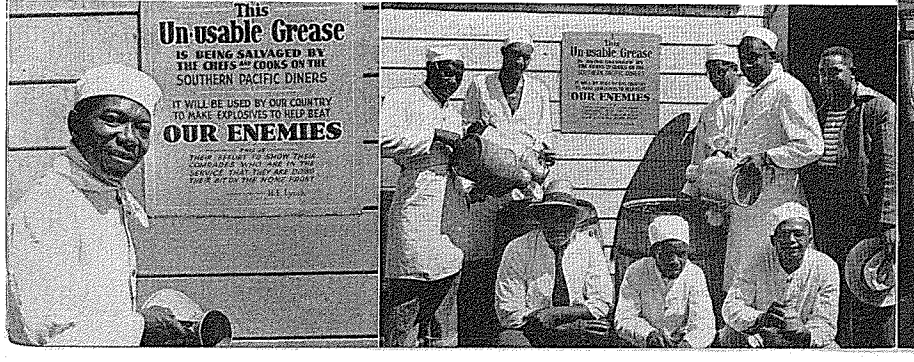
In war, the Coast Guard is an alert, hard-hitting fighting force. And in peace, too, the service lives up to its motto, "Semper Paratus"—"always ready," with trained men, boats and planes to fight heavy seas and terrific gales to reach the scene of some major catastrophe or emergency. It was this major peacetime function that enables the Coast Guard to carry out its wartime assignments so expertly. Skilled in operating small craft in treacherous surf, Coast Guardsmen were ready, when called upon, to land Marines on Guadalcanal; to put troops ashore during the North African invasion; to plough through the cold and fog of Attu; and to man craft onto the beaches of Sicily. Doubtless, too, there were SP'ers aboard the famed combat cutters that have had glowing success against enemy undersea craft. And on the home front the Coast Guard protects coastal areas against landing of enemy agents; guards vital waterfront installations against fire and sabotage; and reaches out a strong arm of safety on the nation's waterways.

VITAL MATERIALS: Grease is taking on increasing importance in the list of vital materials being salvaged on the railroad for re-use in the manufacture of war products. The patriotic movement sprung up simultaneously at various points on Pacific Lines, but to Bob Dailey, assistant at Los Angeles Commissary, belongs much credit for the successful drive conducted among chefs and cooks on dining cars operating out of that terminal. From 25 to 30 pounds of unusable grease is turned in there daily, and an equal amount is made available for salvage purposes at West Oakland Commissary. A rich source of waste grease, according to Supervising Chef Otto Reiss, is from the 250 dozen doughnuts turned out daily at the Oakland Bake Shop.

SP has completed its drive to make available all scrap copper and scrap copper base metals, and has gathered up over and above the amounts released through normal salvaging operations some 7,581 pounds of scrap copper and 25,785 of scrap brass. Also, in line with War Production Board policy of conserving essential metals for the war effort, SP now saves 89,010 pounds of copper per month by using items made of steel and iron that were formerly manufactured of brass. Countless items now made from substitute materials represent a considerable amount in the general overall saving program which for the first six months of this year comes to 534,060 pounds.

As its part in the nation-wide drive to collect scrap Manila fiber for American war industry during ensuing months, SP will increase salvaging efforts by an intensified campaign for gathering in every available inch of scrap Manila rope that can be found, reports A. S. McKelligon, genl. storekeeper. Every possible bit must be found if war effort is not to suffer.

GREASE SALVAGE to aid manufacture of explosives for war is mighty important to these chefs and cooks operating out of Los Angeles Commissary. Homer Mickens (left) was first to contribute to the salvage barrel. His lead was quickly followed by other chef-cooks, including (right): Everett Smith, Chas. Williamson, Elijah Daniels, Lloyd Holland, James Sexton, Jesse Eagans, Wm. Hudson and Wm. Pickens. The LA and Oakland Commissaries supply about 1200 lbs. of waste grease monthly.



General Office War Stamp Sales Average $1200 a Pay Day

WAR STAMPS sold in the SP's Treasury Dept., SF, to General Office employes from Feb. 6, 1942 to date total $40,064.30, according to Miss Letty Collins, teller and stock transfer clerk. She handles the stamp sales, while she and A. G. Harlan, head teller, handle the War Bond sales. Sales of stamps each pay day average $1200. Sales include $3,095.30 of the 10-cent stamp; $26,841 of the 25-cent ones; $5,564 of the 50-centers; $3,564 of the $1 value and $1000 of the $5 ones.

- V -

Six Months' Operating Results

FOR the six months ended June 30, 1943, Railway Operating Revenues of Southern Pacific Transportation System amounted to $291,659,259, or $90,692,651 more than the revenues for the same period of 1942; a 45% increase.

During the same period Railway Operating Expenses were $164,476,297, or $38,962,640 more than the expenses for the same period of last year; a 31% increase.

Railway tax accruals, including $60,062,511 for Federal taxes, and $7,390,006 for other taxes, totaled $67,452,517, or $38,440,064 more than such accruals for the first six months of last year. After deducting taxes and $11,492,217 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $48,238,228, or $10,855,561 more than the net railway operating income for the same period of 1942.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the five months ended May 31, 1943, the final result was a Net Income of $30,752,619, which compares with a net income of $20,002,822 for the same period of last year.

- V -

Present and Future SP Passenger Traffic Policies Discussed

PASSENGER traffic officials and representatives met in the General Passenger Office in San Francisco the morning of July 22 for informal discussion of present and future policies.

At the same time, the group discussed such matters as military and regular passenger train service, SP policy of "The Army Comes First," handling of essential traffic incidental to the war effort, and the new plan of requiring passengers to secure train assignment in coaches before boarding trains. Claude E. Peterson, assistant vice president, System Passenger Traffic, presided.

The SP'ers had been called to San Francisco for meeting at the Palace Hotel the afternoon of July 22 with Army officers of the Traffic Control Division of the War Department at Washington, Army Transportation Officers in the states of California, Oregon and Washington, and Transportation Officers of the Western Military Bureau and Association of American Railroads.

- V -

Sacramento SP'ers have again demonstrated the close bond among railroaders with the collection of $458.73 for Wilbur "Bill" Davis, sheet metal worker helper, for the purchase of an artificial leg. "Bill" was injured some time ago in a motorcycle accident.

New SP Coach Reservation Plan Works Out Well From Start

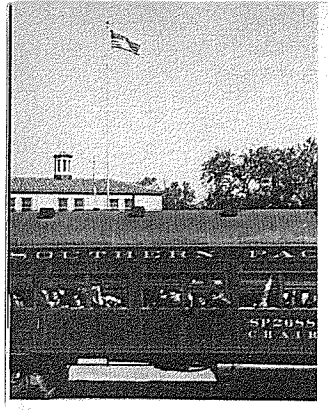
SOUTHERN PACIFIC'S new wartime plan adopted July 16 requiring reservations for coach trips on SP trains has worked out very successfully from the start. The plan is effective on all trains, except those in local service between San Francisco and Sacramento and on the SF Peninsula. It has helped to prevent overcrowding of coaches and has given the spread of traffic which SP was seeking. The public, aware of conditions caused by military demands, has accepted the plan and is well pleased because in most cases patrons are now assured of space when sold tickets. Coach reservations are being made for definite trains, but not for specific cars or seats.

- V -

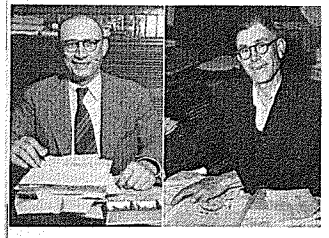
Doing Their Bit: Among the many SP pensioners who are devoting much of their time to various phases of war service work are "Uncle Tom" Moore and "Deacon" Corbin, retired engineers of Coast Div., who are assistants on a Gas Rationing Board in San Jose, and are almost as handy checking tire inspection cards and A, B & C books as they were at boiling locomotive water—both hot jobs. • Recognition was given recently to the outstanding work of A. S. Rosenbaum of Medford in his sale of War Bonds when he was awarded a certificate by the U. S. Treasury War Finance Committee of the Twelfth Federal Reserve District. Mr. Rosenbaum, retired SP district agent, to date has sold $116,000 in bonds to members of the Medford Rotary Club and $195,500 to the general public. The certificate was presented "in recognition of his unselfish and patriotic contribution to the nation's war effort." • Ration Boards in SF have the services of former vice presidents J. H. Dyer and W. A. Worthington.



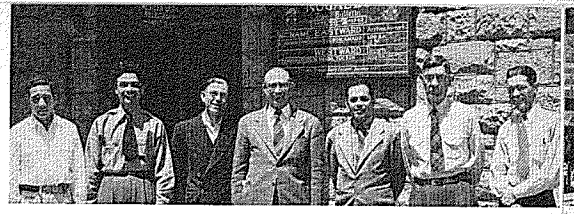
PASSENGER group below, 1st row, l-r: F. Q. Tredway, genl. adv. mgr.; C. E. Peterson, asst. VP; G. B. Hanson, GPA, Los Angeles; R. M. Gilmore, asst. to VP; J. A. Ormandy, GPA, Portland; L. C. Ioas, asst. to VP. • 2nd row: W. T. Plummer, ADPA, Fresno; T. Fielding, DF&PA, San Diego; G. C. Drake, DPA, Santa Barbara; B. S. Quayle, mgr. of coach reservations; D. W. Wicks, TPA, Pittsburg, Cal.; L. E. Giddings, TPA, Oakland; F. E. Watson, GPA, Gen. Dis.; Garnett King, AGPA, Cent. Dis., Oakland; C. G. Sheffield, genl. bag. agt.; K. J. Caldwell, DPA, San Pedro. • 3rd row: A. L. Kohn, asst. genl. adv. mgr.; A. J. Saghy, TPA, San Luis Obispo; H. Stern, PA, Vallejo; M. E. Chadsey, TPA, Marysville; J. G. Shea, TPA, Palm Springs; W. W. Spence, PA, Camp Roberts; R. C. Narvaez, TPA, Monterey; C. E. Smith, ch. clk., Cen. Dis.; W. C. Fell, ADPA, SF; E. B. Sharpley, DPA, Santa Ana; H. R. Greenrose, DPA, Salinas; N. Tooker, TPA, Camp Roberts; J. H. Pruett, Jr., DPA, Monterey; Geo. West, pass. rep., Portland; E. F. Ghormley, GAPD, Seattle; M. A. Peck, DPA, Sacto.; K. A. DeMarias, TPA, Tacoma; R. K. Smith, DF&PA, Stockton. • 4th row: W. E. Campbell, DPA, Pomona; H. Welch, TPA, Indio; G. K. Moran, acting ch. mil. train service, SF; C. H. Mueller, DPA, Oakland; T. L. Chess, DPA, San Francisco; J. S. Stetler, PA, Los Angeles; E. T. Hogan, DPA, Albany, Ore.; R. H. Holmes, DF&PA, Medford; G. C. Hurless, chief rate clerk, SF; Cliff Reeves, DF&PA, Klamath Falls.



BORDER SCENE at Nogales shows SP train as it crosses "International St." from Mexico. U. S. Inspection Building is in the background.



POPULAR SP personalities at busy Nogales are P. E. Baffert (left), terminal superintendent, and E. A. "Eddie" Carrillo, Jr., passenger agent. Baffert is an SP veteran with a service record dating from 1905. He has been at busy Nogales gateway, where peak volume of international traffic flows, since 1926. Carrillo is veteran SP'er who joined the company in 1913. He played semi-pro baseball for many years and was an internationally known star player.



NOGALES railroad personalities include (L-R) Jesus Pacheco, SP baggageman; Francisco R. Apodaca, customs dept. clerk and car distributor; E. A. "Eddie" Carrillo, Jr., passenger agent; P. E. Baffert, terminal supt.; Arturo Pina, secretary to Baffert as terminal supt.; G. D. Nichols, ticket clerk; C. W. Greene, agent, PFE.

PICTURESQUE NOGALES GATEWAY ENJOYS PEAK VOLUME OF RAIL TRAFFIC

WHISTLES of Victory Trains echo frequently these war days through the quiet little hills and valleys that nestle the twin cities of Nogales—gateway to romantic Mexico.

In recent months, months that have seen Time's unhurried steps quickened, the railroad yards just a few paces from each side of the border have witnessed the busiest railroad activity in the history of the unique border community.

From garden spots south of the border an unprecedented volume of perishable products has poured into the States, while in the opposite direction has rolled heavy tonnage of equipment and supplies to bolster the production strength of war-conscious Mexico.

Even No. 27, gay little switch engine known affectionately as "Maria," did a little groaning under the war-burdened load.

Here, at Nogales, Arizona, and Nogales, Sonora, SP's Pacific Lines end at "International St.," and Southern Pacific RR of Mexico, or "Sud Pacifico de Mexico," takes over. SPdeM extends 1100 miles down Mexico's West Coast to connect at Guadalajara, Jalisco, with the National Railways of Mexico, providing direct service into Mexico City.

Directing the railroad activity at the busy Nogales gateway is P. E. Baffert, popular terminal superintendent at Nogales, Sonora. Baffert is a veteran railroader whose service dates to 1905. He started in Tucson with Arizona Eastern and SPdeM. He served as secretary to the late Col. Epes Randolph, and to H. B. Titcomb, both former presidents of AE and SPdeM. He came to Nogales in 1926 as assistant terminal superintendent and was promoted to terminal superintendent in 1929 and is a prominent figure in the railroad activity of the two neighboring republics.

E. A. "Eddie" Carrillo, Jr., is passenger agent at Nogales; Julio Arias is the secretary to Baffert as the terminal superintendent of SPdeM; D. L. "Jimmie" Pensinger is the general yardmaster; Arturo Pina is secretary to Baffert as terminal supt.; F. R. Apodaca is customs dept. clerk and car distributor; G. D. Nichols is ticket clerk; W. D. Hubbard, loss and damage and livestock clerk; W. G. "Bill" Baffert, livestock and billing clerk. Carrillo, internationally known star semi-pro baseball player for many years, joined SP at Nogales in 1913. Pensinger, 47 years a railroader, joined SP at Nogales 36 years ago.

Out of that big and interesting sister republic south of the border, SPdeM annually transports an important volume of freight from the agricultural, mining, lumbering and manufacturing regions along the West Coast of Mexico.

More than 9085 carloads of perishables, mostly winter tomatoes, green peas and peppers, crossed the border at Nogales by mid-May of the 1942-43 season which runs from Dec. 15 to May 15. This compares with 6600 cars for 1941-42.

Too, 90,000 head of cattle were imported via Nogales. In one month alone (April), Nogales handled 22,000 head of cattle. The cattle shipping season runs from Jan. 1 to May 15. The 90,000 figure compares with 60,000 for 1942.

Also handled were 130 carloads of fresh shrimp for the period Nov. 1 to May 15, and many carloads of ore, graphite, garbanzos (chick-peas), bran, concentrates, hemp, beans, shark liver and other items.

Shipments making up the 9085 cars of perishables included tomatoes, 7628 cars; green peas, 727; peppers, 447; mixed vegetables, 188; and bananas, 76. The winter vegetables and tomatoes are shipped all over the U. S. and Canada. Peak activity for the perishables was reached Apr. 11-20, when an average of 123 cars a day was handled; but the volume of shipments of other items continues on the increase.

Southbound, exports totaled 2283 cars in 1942. For the first four months of 1943, southbound exports totaled 1,462 cars, consisting principally of ice, trucks, road-making machinery, lumber and petroleum products. The ice shipments totaled 1800 cars to Sonora and Sinaloa for refrigerating the fresh vegetables shipped during the 1942-43 season.

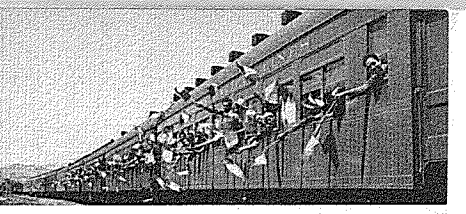
We're not promoting travel now, either in the United States or to Mexico, but passenger traffic has continued in good volume through Nogales. Since most people are not familiar with customs inspection, money exchange and other details of border crossing, our representatives at Nogales are consulted for a good many more kinds of information than those at railroad points in the United States. Baffert's and Carrillo's reputations for helpfulness in assisting shippers and travelers has spread far and wide.

Nogales, picturesque . . . busy. On the Mexican side of the border, the familiar cross-arm sign reads: "Crucero de ferrocarril. Cuidado con los trenes." On the American side it says: "Railroad crossing. Look out for the cars."

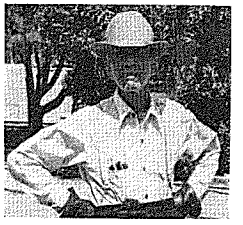
But, however you read it, watch your step, for Nogales, like other SP points, is bustling with railroad activity. For there's a war to be won and the twin cities of Nogales are playing an active part in achieving that victory!



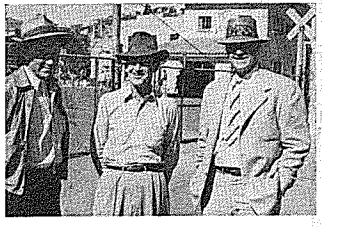
FREIGHT in record volume and of varied nature is shown as it moves southward through gates of international border at picturesque Nogales, Ariz., to Nogales, Son., Mexico.



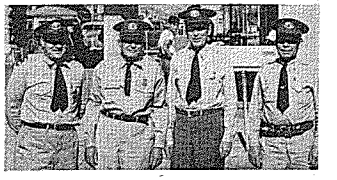
PASSENGER traffic through Nogales in normal times is of good volume. This picture in Nogales yards shows one of the specials which recently brought in large numbers of Mexican workers for track jobs.



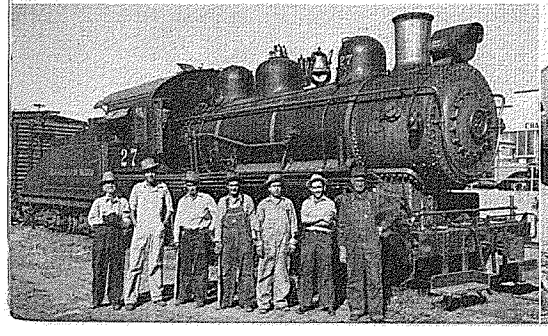
RAILROADER since 1896, D. L. "Jimmie" Pensinger has been a familiar figure at Nogales since 1907, when he joined SP. "Jimmie" is gen. ydmstr. at Nogales.



L. G. HOFF (center), popular genl. traffic manager for Mexican lines, who has headquarters at Guadalajara. He is shown with R. M. Vest (left), trainmaster, Tucson, & G. A. Bays, asst. supt., Tucson Div. Hoff went to Guaymas, Mex., in 1920 from Tucson, where he joined SP in 1911. He has been genl. traffic mgr. at Guadalajara since 1932.



BORDER customs inspectors include (l-r) Flack Milner, Frank McCay, Grant Hinckley, Roy Harman. Alfred Kibbe is chief customs inspector.



"MARIA" AND CREW: "Maria" is affectionate name Nogales populace has given to little switch engine No. 27. With her here are (L-R) D. L. "Jimmie" Pensinger, veteran genl. ydmstr.; P. D. Fontes, engine foreman; L. B. Romero, A. N. Lopez and R. P. Cano, helpers; Fireman Tony Serino and Engineer Gus Maxie, 33 years an SP'er.

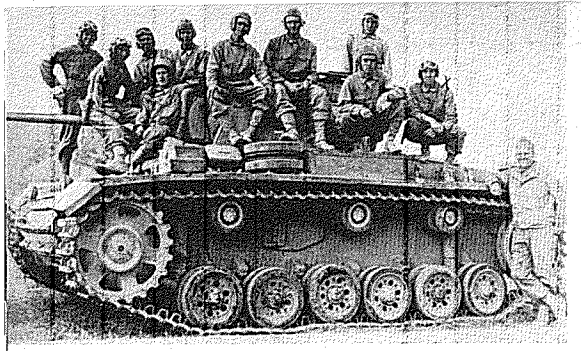


"MEXICAN EXPRESS" links Nogales & Tucson. Crew and others are (L-R) P. E. Baffert, terminal supt.; A. C. Webster, Ralph E. Johnson, J. H. Foster, O. L. Douglas and B. M. Ashby.



AMONG NOGALES personalities are (1) Freight Office group: Julio Arias, secretary to terminal superintendent, SPdeM; Margaret Norton, Mrs. S. W. Petheram, W. G. Baffert, W. D. Hubbard. (2) Roundhouse group: Estevan Angulo, foreman; M. E. Monteros, Antonio Terrazas, Jose Lizarraga, Harry O'Hagin. (3) Engr. D. L. Pensinger, Jr., Fireman John Davison, Louie Dominguez, Louis Clark, Jas. Peters. (4) Immigration inspectors: Earl Hill, Chas. Wise, F. A. Kemmerles, Marion McKee, LeRoy Schilling and Glenn Tyson.

SEE BACK PAGE AND ELSEWHERE FOR OTHER SP'ERS IN UNIFORM



VICTORIOUS YANKS in No. Africa pose on captured German tank. On top (far right) is Sgt. Jack Koenig, former asst. trainmaster at Salem, Ore. (See item below.)

NEWS FOR, AND ABOUT, SP'S FIGHTERS IN THE GLOBAL BATTLE AREAS

BACK in action after being wounded some time ago fighting in the Solomons area is Cpl. **John H. Jackson,** of Aud. of Frt. Accts. office, SF. He was hospitalized for a time in Australia. Jack is editing a weekly paper for the troops in New Guinea when he isn't dodging mosquitoes or downing Jap Zeros and reports are that he is doing an excellent job. He recently met his cousin, Gene, in the Southwest Pacific. "When I went on board ship I had a bunk with mattress and sheets and it was so soft I couldn't sleep," he wrote. (Picture next page.)

• Another SP'er in New Guinea is Pvt. **J. D. Boyce,** formerly of Genl. Frt. office, LA, who has put in more than a year in the far reaches of the Pacific. He's with a field artillery unit.

Award of the Distinguished Flying Cross and promotion to captaincy are recent distinctions for **Gordon L. Williams** of Fresno, former SP fireman, whose successes in sorties as pilot and bombardier with the Eighth Air Force over Europe have been told in recent issues of the *Bulletin*. • Bomber Pilot Lt. **Edw. P. McLaughlin** of West Oakland Car Dept., recently made news by his good judgment in handling a Flying Fortress over North Africa. When returning from a bombing expedition the squadron became lost and an order came to bail out, but McLaughlin saw two tiny lights, signaled the planes to follow him and led them to a small African town and safety. • Happiest throngs he had ever seen greeted the victorious American and British forces in North Africa, Sgt. **Jack Koenig,** asst. trainmaster, Portland Div., reported in a letter to his folks in Salem, Ore. He told of following the British into one of the big Tunisian cities. (Picture above.)

"We are back in rest camp after the Tunisian campaign, enjoying a few of the things we've been missing the last six months, swimming, movies and a trip to town occasionally," writes T/4 **Leonard Goldsworthy,** of asst. genl. aud. office, SF, a veteran with the 1st Armored Div. For many months the *Bulletin* has kept pace with him through Ireland, England and Africa. • Lt. **Marshall Jarratt,** genl. water service frmn., Tucson, is in Africa with Railway Service units. "Believe me it was a grand feeling to sit in my tent here and read in the *Bulletin* about the gang at home," he wrote.

• "We had a lively time here for three months moving equipment when the Germans were close at hand," writes Capt. **H. H. Wittekind,** Stores Dept., from North Africa. "Some of our men got caught behind the German lines but managed to sneak through." Harold has covered much of the northern end of that continent on supply matter for his Railway Service unit. • In North Africa is Pfc. **Theodore Allen** with an engineering aviation battalion. He was formerly electrician apprentice at West Oakland. • **Freemont Bria,** former machinists' helper, Sparks, has been promoted to Tech. 5th Grade with a Railway Service unit in North Africa.

Another among the SP'ers in North Africa is Pvt. **Gilbert H. Roehm,** former fireman on Coast Div., now radio technician with Army Air Corps ground forces, who wishes he had his camera to get pictures of some of the odd railroad equipment he sees, and who asked for back *Bulletins* to bring him up-to-date with SP news.

"First time in my life I've run into mosquitoes big enough to saddle," writes Lt. **Fred Daly,** formerly of Aud. Misc. Accts., Office, SF, now with the coast artillery somewhere in the Caribbean Defense Command. "It's a long hop from the Aleutians to the middle of this jungle," he continues, adding that the *Bulletin* brings welcome news about his railroad pals and that he is proud to be a member of the SP Family, "an outfit that's doing a splendid job of 'Keeping 'em Rolling,' and is without a peer in backing up the boys in the service with staunch support."

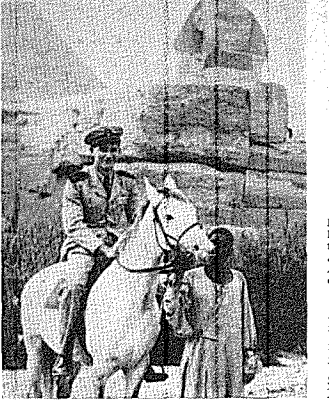
"The SP is doing a great job and doing it well—." So writes Pvt. **Harvey B. Woodworth,** in the medical detachment at Hammond Genl. Hospital, Modesto, formerly Auditor of Freight Accts., SF. He adds: "My pals here at the hospital are far away from their homes and all of them say that the Southern Pacific is a great railroad outfit. We appreciate the courteous attitude of all the SP employes toward the boys in the armed forces."

First employe to enlist from Los Angeles Union Passenger Terminal, **Marvin L. Elliott Jr.,** who joined the Marines in 1940 as a private, is now Sec. Lt. Elliott in the South Pacific area. He was in Water Service Dept., Sacto Div., is now a full-fledged Marine at Parris Island, S. C. "Bill" is instructor at the Marine camp. He is the son of J. F. Wright, lease clerk, and brother of Mstr. Sgt. **Jack Wright,** formerly painter, B&B Dept., Sacto Div., now in Africa, or points beyond.

Capt. **Harry W. Myers** and Capt. **Harry C. Vandewater,** were to take active assignments with the Army's Railway Service units following their graduation Aug. 7 from the Transportation Corps' Officers Training School at Fort Slocum. Myers was secretary to Vice Pres. L. B. McDonald, and Vandewater was a foreman at El Paso Shops. • In addition to duties with his infantry unit at Camp Roberts, Cal., Lt. **Geo. P. Smith,** former *Bulletin* asst. editor, and recent graduate of Fort Benning, is also lecturing and giving instruction in various phases of infantry tactics.

Ensign **Rachael Todd,** formerly of SP Genl. Hospital staff, on duty with the Navy Nurse Corps in Hawaii, has the war brought close to her through the men from South Pacific battle zones. "It does one's heart a world of good to have a little part in helping to make them comfortable and happy," she writes. Recently she met up with Navy Lt. **George Burke,** former interne at the Genl. Hospital. • Another well known hospital staff member in the Pacific Area is Ph.M 2/C **Bill S. Rich,** recently transferred to a battleship from Navy hospital at Farragut, Idaho.

S 2/C **Dale E. Smith,** who has been in the Navy 14 months and was formerly employed at the Alhambra Yards, LA, as mach. hlpr., is on convoy duty. • Pfc. **John K. Mumford,** mach. appr., Ogden, is with the air corps in England. He is the son of Genl. Foreman J. F. Mumford of Ogden Shops. • Pvt. **C. R. Harris,** of Aud. of Disb. Accts. office, SF, is overseas. • A/S **Carson W. Beahler,** callboy at Indio, is now with the Navy at San Diego. His father is a brakeman at Indio. Two brothers in the Marine Corps are overseas. • Pvt. **Edw. J. Campion,** of the Treasury Dept., SF, is overseas. • On duty in Alaska and just advanced to rank of corporal is **Jos. Palanck,** former water service employe at Carlin, Nev. • Fireman 1/C **Ray W. Loyd,** appr. mach., Bakersfield, "has seen lots of action in the Southwest Pacific," writes his dad, Engr. A. H. Loyd of San Joaq. Div. There are many more news items from many more letters, but this is all the *Bulletin* has space for in this issue.



ANCIENT LANDS of Egypt are seen first hand these days by thousands of young Americans like John A. Wilen, shown here before the storied Sphinx. Wilen was a clerk in Purchasing Dept., SF, before joining the Merchant Marine.



Lt. Elliott
Up from Private

Cpl. Jackson
Wounded in Action

BATTLE TESTED are Lt. Marvin Lee Elliott, Jr., of the Marines, formerly of the LA passenger terminal; and Cpl. John Jackson, who worked for Aud. Frt. Accts., SF. See details about both in accompanying article on opposite page.

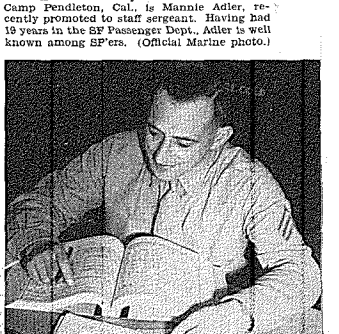


BOMBARDIER Vern E. Archibald was a cadet at Ellington Field when this dummy bomb got his autograph some time back. He was commissioned last month at Concho Field, Texas, and enjoyed a furlough with his parents at Carlin, where he was SP fireman. (Army A. C. photo.)



SKIS AND SNOW SHOES are regular gear for Pvt. Fred Plank, former carman helper at Los Angeles Shops, now on duty with a Coast Artillery unit somewhere in the Alaskan area.

IN CHARGE OF transportation for Marines at Camp Pendleton, Cal., is Mannie Adler, recently promoted to staff sergeant. Having had 19 years in the SF Passenger Dept., Adler is well known among SP'ers. (Official Marine photo.)



BROTHERS Benjamin L. and Robt. E. Evans were both machinist apprentices at Sacramento Shops but chose different uniforms in which to fight for Uncle Sam. • Jack M. and Jas. B. Armistead were in yard service at Bakersfield and both went into Army Air Service; Jack now at Minter Field, Cal., and Jimmie at Buckley Field, Colo. • Machinists Robt. J. and Darous H. Todd, both of Los Angeles Shops, went into opposite services; Bob now with Army Engineers in England, and Darous a Seaman 2/C somewhere with the fleet. • The Baker brothers likewise chose different services. Carl, former call boy at Roseville, is with the Atlantic fleet, while Howard, telegrapher from San Joaquin Div., is with the Air Corps at McClelland Field.

BEN & BOB EVANS | JACK & JAMES ARMISTEAD | ROBERT & DAROUS TODD | CARL & HOWARD BAKER





A. Fasen
Los Ang. Divn.

A. G. Cote
Portland Divn.



Andrew Burnett
Aud. Misc. Accts.



H. W. Topham
Los Ang. Divn.



C. B. Alamoa
Sacramento Divn.



W. E. Isbell
Tucson Divn.



Andy Bible, Jr.
Los Ang. Divn.

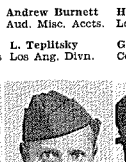


E. J. Delaney
Coast Divn.

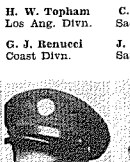


L. Freitas
Coast Divn.

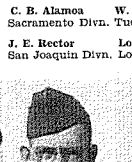
R. E. Silva
West Oak. Stores



L. Teplitsky
Los Ang. Divn.



G. J. Renucci
Coast Divn.



J. E. Rector
San Joaquin Divn.



Louis Mouton
Los Ang. Divn.



W. D. Vaughn
Coast Divn.



T. W. Embry
Tucson Divn.



Tony Ayuso
Los Ang. Divn.



Stanley Rule
Aud. Payroll Acct.



J. M. Woods
PMT, Tucson



Herb. Heffner
Los Ang. Divn.



Wm. R. Minor
Shasta Divn.



Jas. R. Fresh
Portland Divn.



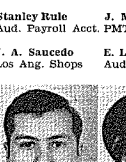
J. W. Leathy
San Joaquin Divn.



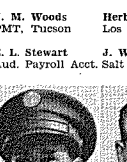
M. V. Limon
Coast Divn.



Al. Barclay, Jr.
Coast Divn.



J. A. Saucedo
Los Ang. Shops



E. L. Stewart
Aud. Payroll Acct.



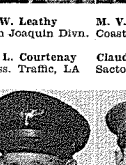
J. W. Minola, Jr.
Salt Lake Divn.



A. J. Monahan
Aud. Frt. Accts.



T. P. Guerra
Sacto. Divn.



G. L. Courtenay
Pass. Traffic, LA



Claude Yeo
Sacto. Divn.

In The Service of Their Country

12,657 men and women from SP Co. as a whole (Pac. Lines, T&NO, PE, NWP, PMT and solely owned subsidiary companies) were on July 15 in Uncle Sam's uniforms at home and overseas. Names below supplement those previously published in the "Bulletin," and as lists are compiled we will print the names of others from the Company's Pacific Lines, which number on July 15 totaled **9,369**

PASSENGER TRAFFIC

ANGELIUS, Theodore E., Army (SP)
DeGOLIA, Harold G., Army (SP)
MOORADIAN, Arthur, Army (Oak.)
WATERSTREET, K. H., Army (Salinas)

FREIGHT TRAFFIC

MANUEL, Norman L., Army (Chicago)

GENERAL OFFICE

Motive Power
De SOTO, Harold N., Army
Telegraph
WILSON, Welton J., Army
Operating Dept.
CARROLL, Tom, Army
Executive Department
BENNETT, Robert S., Navy
Hospital Department
DenDULK, Gilbert, Navy
DOWNS, M. B., Army
LAIRD, Terry T., Navy
PAPIEZ, Helen J., Navy
SHORTRIDGE, L. J., Army

ACCOUNTING DEPARTMENT

BABB, Oliver K., Army (APA)
BEAN, Clen F., Navy (APRA)

GROSSO, Felix B., Navy (AESA)
JACOBSON, Alvin E., Navy (APA)
KAUGHMANN, Harry (APA)
MICHAEL, Thomas R., Army (APA)
MORRISON, William, Navy (APA)
SANCHEZ, Joseph I., Army (AESA)
STANGER, Louis, Navy (AESA)

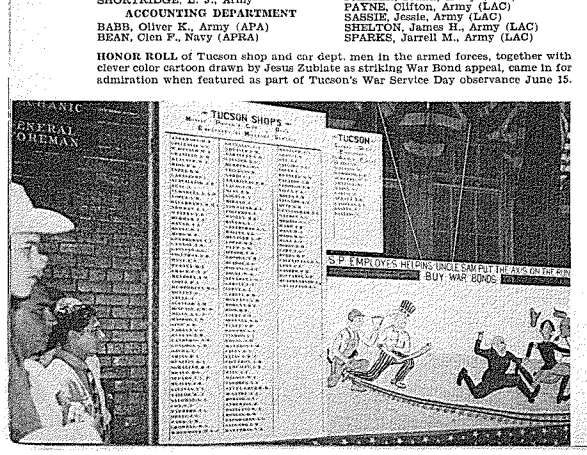
PACIFIC MOTOR TRUCKING

DAVIS, Donald H., Navy (Salinas)
FOREMAN, Richard T., Army (SP)
LARSON, Earl Clinton, Navy (Tucson)
ORMAN, Edgar, Army (SP)
SWAINEY, Hugh M., Navy (SP)

DINING CAR DEPARTMENT

BABB, Freddie, Army (WOC)
COLLINS, Samuel J., Army (LAC)
DUNN, Lloyd, Army (LAC)
GOERTZ, Walter R., Army (OPNS)
GRISSOM, Robert A., Army (LAC)
JONES, Henry, Army (LAC)
LEONARD, Carl W., Army (LAC)
MILSPAUGH, Joseph W., Army (LAC)
PALMER, Frank, Army (LAC)
PAYNE, Clifton, Army (LAC)
SASSIE, Jessie, Army (LAC)
SHELTON, James H., Army (LAC)
SPARKS, Jarrell M., Army (LAC)

HONOR ROLL of Tucson shop and car dept. men in the armed forces, together with clever color cartoon drawn by Jesus Zubiate as striking War Bond appeal, came in for admiration when featured as part of Tucson's War Service Day observance June 15.



TAYLOR, Preston, Jr., Army (LAC)
THOMPSON, Elmer L., Army (LAC)

TUCSON DIVISION

ARRIAGA, Bobt V. Jr., Army
BENITEZ, Raymond T., Army
BLACKE, John, Navy
CALLAWAY, Ray, Army
CLEMENTS, R. V., Army A. C.
CROWELL, Wm., Marines
FIGUEROA, Jesus M., Army
FRIDAY, Gerald W., Army
GOLDTHORPE, J. L., Army
HARRELL, Chas. L., Army
KIMMELL, Ray, Navy
LASTER, Thomas L., Navy
LaWELL, Fred W., Navy
LOPEZ, A. R., Army
THOMAS, Joe L., Navy
TURNBULL, E. A. Jr., Army

LOS ANGELES DIVISION

ALGORRI, A. Jr., Army A. C.
ARNOLD, LeRoy V., Army
AYALA, Salvador, Army
BAUMANN, Frank, Army
CHESHIRE, Harold L., Army
CLIFTON, Curtis R., Navy
CONSTABLE, John E., Army
DE LA VEGA, Raul, Navy
DEVEAU, Charles E., Navy
EASTERLY, Howard V., Army
ELLIS, Albert W., Navy
FARBER, Paul H., Army
GRAHAM, Earl D., Army
HAYES, John D., Navy
HUITRADO, Julio R., Army
JENSEN, Nells B., Army A. C.
KOCH, Frank, Navy
LARSON, Theodore L., Army
MAGUSIN, Earle L., Army A.C.
MAYFIELD, Clifford W., Army
MURRAY, Richard L., Army
NUNES, Joyce B. Jr., Army
O'DONNELL, James F., Navy
PAGE, Dewey C., Marines
PATTERSON, W. F., Army
RILL, Wm. H., Navy
ROSS, Thomas, Army
SMITH, Dale E., Navy
STRAW, Walter Mer. Marine
SUTPHEN, Sherman, Army
SWANSON, Russell A., Army
WADE, Jesse W., Army
ZAMORA, Guillio, Army

SAN JOAQUIN DIVISION

AZPARREN, Castro, Army
CHIPMAN, Clyde F., Army
ESSARY, Robert H., Marines
HARRISON, John F., Marines
JOLLY, John E., Army
LUCKEY, Lucius E., Army
LYNN, James Patrick, Army
MURRAY, Raymond C., Army
NELSON, Andrew C., Army
OGDEN, John C., Navy
RYAN, Elmer William, Navy
SCOTT, Gordon G., Marines
VAUGHN, Robert E. Jr., Army

WESTERN DIVISION

ADAMS, Robert E., Army
ALLEN, Theodore, Army
FOSTER, Bryan P., Marines

GRIFFIN, Walter J., Army
KING, R. W., Army
McLAUGHLIN, Ed., Army A. C.
PILKINGTON, Tom C., Army
WHITLOCK, O. L., Navy

SACRAMENTO DIVISION

ANDREOZZI, Roy C., Navy
ASCRAFT, W. H., Army
BARBEAU, J. E., Army A. C.
BOGGS, W. M., Army A. C.
BOYSOL, Dean, Navy
BRUGGER, H. C., Army A. C.
CRAWFORD, Willard E., Army
DAVIS, Lawrence R., Army
DAVIS, Robert A., Army
DIXON, Robert L., Navy
PAINTER, Edward, Army
FARRENKOPH, Paul J., Army
FOX, Howard D., Army
FUHRMAN, Gilbert E., Army
HASKIN, Vern A., Navy
HAYES, Edward D., Army
JONES, Cletus H., Army
JORDAN, Macie M., Army
KANOFF, Elmer R., Navy
LAGOMARSINO, Clyde, Army
LEGGETT, W. E. Jr., Army
LOMBARDI, Lawrence, Army
LORD, Daniel E., Army
MADDOX, Charles, Army
McKEE, William H. Jr., Army
PIERACCI, Evo A., Army
PUCCETTI, Roy J., Army
ROMANI, Bruno, Army
SACHS, Fred J., Army
SOWASH, Philip C., Marines
TOMER, Elmer, Army
VINCENT, Edward D., Army
WELLS, Laurence E., Army
WILCOXON, William A., Navy

RIO GRANDE

HURD, Claude D., Army
MULBERRY, W. D., Army A.C.
WARE, Wm. B., Army

SALT LAKE DIVISION

CARLSEN, Norman A., Army
CRAIG, R. E., Army A. C.
DOWNS, R. J. Jr., Army
GUNNARSON, K. I., Army A.C.
MASTROIANNI, E. C., Army
SPINDLER, Ward T., Army
VAN TASSELL, Wm. V., Navy
WEESE, Jacob N., Marines

COAST DIVISION

BERNOVICH, Frank J., Army
CATE, Maynard Elwood, Army
DRISCOLL, John J., Army
GIBBONS, Thomas, Navy
MAYER, John H., Army
McNAMARA, J. J., Marines
PIERCE, Allan Victor, Army
TOLEDO, Herbert Ralph, Army
VELSASO, Caesar A., Army
VISCO, Gavino C., Navy

PORTLAND DIVISION

CHEESEMAN, C. H., Army
COURTER, Elmer D., Army
DILLARD, W. F., Navy
JOSLIN, Wallace W., Army
LOVETT, Marvin W., Army
MAYERS, Ed, Navy

McCARTY, John S. Jr., Army
TEMPLE, Grover C., Army
VIAENE, Gene L., Navy
WELKER, Ray, Army
WIMER, Donald C., Navy

SHASTA DIVISION

BRAHE, V. J., Marines
BROWN, J. W., Army A. C.
BROWN, Robert F., Army
COX, Loren J., Navy
CREWS, Howard E., Army
DAVIS, Floyd J., Army A. C.
DAVIS, Lester R., Army
DeHAVEN, Davis A., Army
DeMERS, Bruce E., Army A. C.
DUNGAN, B. E., Army
DURBIN, Robert E., Army
FARMER, Floyd W., Army
FRANCE, Glenn E., Army
GATES, A. A., Navy
HOLMES, Robert L., Marines
HULL, Marion C., Army
KAPSABELIS, Tom, Army
LACEY, Delbert W., Army
LAYTON, Max O., Army
LEPLY, Richard M., Army
LOWE, Carl W., Army
LOWE, Marion E., Marines
LUTMAN, Donald E., Navy
MARSH, John A., Army
McDONALD, H. A., Army A. C.
MOSELEY, Stuart B., Army
MOSBY, Gus H., Navy
OTT, Marlon W., Army
OWENS, Melvin V., Army
PARTIN, Donald S., Navy
PUCCI, Frank J., Marines
PULLER, F. V., Coast Guard
RADTKE, Erney O., Army
RAMEY, Samuel W., Navy
REID, Robert M., Army
ROBERTS, Doyle L., Army
RODGERS, Luther E., Army
ROSE, Sanford, Army
SPENCE, Dalton G., Army
STEENBURGEN, Tandy, Army
STEINGRUBER, H. L., Army
WHEELER, Robert, Army
WHITE, Norman E., Army
WHITLOCK, Fred B., Marines
WILSON, Ira E., Army
WILSON, John B., Army
WILSON, Wendal L., Army

EL PASO GENERAL SHOPS

FINICAL, John F., Army
MOXON, S. D., Army
WARD, Eloyles C., Army

SACRAMENTO SHOPS

BUA, Anthony J., Marines
CIRIMICION, Frank, Marines
CONNOR, Michael E., Navy
DAVIS, Fort L., Army
DUTRA, Norman, Army
GROZA, Andrew, Army
HENDERSON, Chas. E., Navy
JURACH, George L., Army
LEWIS, John A., Marines
LOZIER, Everett, Sea Bees
MILLER, Floyd L., Army
MONTEIRO, Alfred, Navy
PICKERING, Claude B., Navy
SERNA, Bruno V., Army



"HELLO" GIRLS JOIN ARMY: Lois Springman (left) and Irma Steger, popular members of the SP telephone exchange at Los Angeles, were in the first class of women inducted into the U. S. Army Signal Corps from that city to start preliminary training at Sacramento. They were recruited by Lieut. Mary Jo Kunz, South. Calif. area of WAC during nationwide campaign for 90,000 women soldiers to replace men needed at the fronts.

SIMONSEN, Ronald E., Navy
TOWNSEND, Chas. W., Navy
VISKER, Woodrow W., Army

LOS ANGELES GENL. SHOPS

BURCK, L. B. Jr., Army
CHAPMAN, Vincent M., Navy
DAVIS, M. G., Army A. C.
DISIMONI, Steve J., Army
DRISCOLL, Joseph, Navy
EDWARDS, Morris B. Army
FISHER, Jack, Army
GILMORE, Robert J., Navy
GRANUCCI, Alberto A., Army
HAMM, Everett L., Navy
HOPKINS, A. C., Army A. C.
HUDSON, Jerry A., Navy
IVANOVICS, John, Navy
JACKSON, Ernest, Navy
JUARDO, Antonio, Army
KENNEDY, James T., Navy
KOWALSKI, Stanley, Navy
LONG, Nels H., Army
LONGO, Leroy M., Navy
MARGRAVE, Hugh T., Navy
MAXEY, Quinton, Navy
McCLEARY, Max D., Army
McMICHAEL, Lester C., Navy
MILLER, Ed D. Jr., Navy
MILLICE, Roy N. Jr., Navy
MOFFETT, Wm. A., Army
NOLAN, James F., Navy
PARSONS, Roy, Navy
PEPPLE, Raymond, Army
PIZARRO, Leonzo D., Army
RENON, John R. Jr., Army
SCHNEIDER, Ed J., Navy
SCHULTZ, Glenn F., Army
SCHWARTZ, Adolph, Army
SEIDLER, Erwin K., Navy
SOTTER, Augustus, Army
STONEBURGER, I. E., Army
SZITKAR, Julius J., Army
TAFF, James D., Navy
THOMPSON, Doyle D., Army
UNENHOFFER, Lyle E., Navy
WALKUP, Thomas F., Army
WILCONSON, H. R., Army A.C.
WISER, Lester R., Navy

EL PASO STORES

ALEXANDER, Joe B., Army
ARREOLA, Tomas, Army
ARIAGA, R. V. Jr., Army
AVINA, Enrique U., Army
BAGLEY, John Carrol, Army
BENITES, Robert D., Army
BROWN, Clarence W., Army
CAMPBELL, Harvie J., Army
DAVIS, Robert C., Army
DICKSON, Charles W., Army
ENRIQUEZ, Lucindo, Army
FLORES, Leopoldo M., Army
GABUSI, Virgil A., Army
GAMBOA, Raul Abel, Army
GONZALES, Jesus, Army
HAMMOND, Leroy D., Army
HIGUERA, Frank Jr., Army
HONEA, James W. Jr., Army
HUMPHREY, Perry H., Army
MACIAS, Julian F., Army A.C.
MAJCHER, Henry P., Army
McGLOCKLIN, C. H., Army
MENDOZA, Leandro P., Army
MUNOZ, Rosalio, Army
NOBLES, Roy DeLois, Army
OCHOA, Leo B., Army
ORTIZ, Carlos, Army



SERVICE MEN were royally entertained by 75 junior hostesses of Auditor of Freight Accts. at the USO Club, Fremont and Harrison Sts., SF, on July 4. Decorative scheme appropriate of the day was carried out in the red, white and blue aprons worn by the group of girls who served the 250 dinners. Entertainment was provided by Lorraine Kelliher and Emmett Fitzpatrick. The Army orchestra from Fort Mason furnished music for dancing. Committee and entertainers (picture left) included, l-r, Lorraine Kelliher, Betty Seput, Dorothy Roddy, Larry Lewis, Kay Hansell, Dorothy Cooper, Emmett Fitzpatrick and Jean Atkins.

- V -

SP FIGHTERS received a hearty salute from San Luis Obispo railroaders on War Service Day June 15 when nearly one hundred from all departments (picture below) assembled at the roundhouse to hear addresses by Asst. Supt. B. S. Bauman, Foreman S. Whiteman, and SP Club Pres. B. Hamilton, who urged hearty support of our armed forces through purchase of War Bonds, contributing generously to war relief agencies, donating to blood banks, participating in civilian defense activities, writing frequent letters, being safety conscious on job, and promoting teamwork in moving heavy traffic.

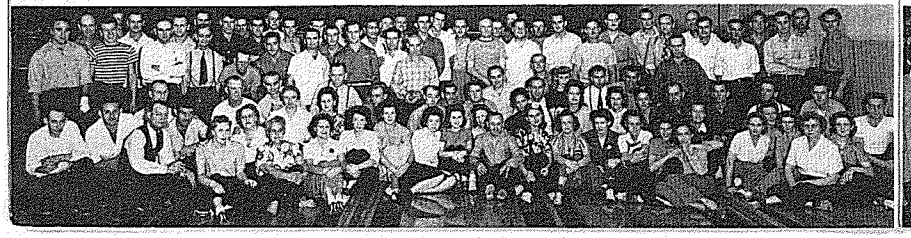
FREIGHT ACCTS. ENTERTAINS AT USO CLUB (ITEM NEXT COL.)

SAN LUIS OBISPO EMPLOYES JOINED OTHER SP'ERS IN WAR SERVICE DAY OBSERVANCE. (SEE ITEM ABOVE.)



SAN JOSE Car shops held an evening program in celebration of SP War Service Day, attracting 180 who bought bonds, signed blood donor pledges, heard interesting talks, were served dinner, and danced. Program committee included L. Hager, J. Mirrione, Ester Bettencourt, G. Maynard, F. Bernall, Virginia Lansford. At left (above) dinner is served; in center are some with relatives in service; at right Speakers L. Dale Blossom, asst. car frmn.; Manuel Selmas, head car frmn., SJ; L. T. Fife, mstr. mech., Coast Div.; Andrew Burnett, chf. clk., Car Dept., Coast Div. Committee from BRCofA Ladies' Auxiliary, Mrs. Blossom, Mrs. L. Grable, Mrs. Mary Phelan, Mrs. Charley Hildebrandt, prepared dinner. Ed Levin took pictures.

LA BOWLERS LAUNCH SUMMER LEAGUE. SUNNY REHWALD, PRES.; JOHN ROSENKRANZ, V-P; DEWEY EYER, SEC'TY.



CLUB & GROUP ACTIVITIES

San Jose SP Club will hold a chat and chew pot luck dinner in the club rooms August 21, followed by musical entertainment and cards, in honor of all retired employes. Pensioner W. S. "Deacon" Corbin will be master of ceremonies. The committee includes: Chairman Geo. Machado, Ray Green, W. S. Corbin, Mr. and Mrs. Wm. A. Ray, Al North, C. M. Vance, R. McClintock, F. A. Sappers and J. J. Honn. Supt. J. J. Jordan, Geo. C. Paterson, asst. to vice president, and other special guests have been invited.

- V -

SP Rod & Gun Club at San Francisco has received a War Service Award certificate from the National Rifle Assn. in "recognition of valuable services generously contributed toward victory," in having conducted marksmanship instruction in Small Arms Firing School. Club members have instructed two classes of SP'ers who wanted to prepare themselves for induction into the armed forces. A third class is now being formed, according to Herb Reiner, chief instructor, who can be reached on Local 22280, Room 942, General Office, S.F.

- V -

Library at the General Office, reports Mrs. Opal Canine, has just received a fine selection of new books to supplement those already available to employes in the Library-Tea Room on the 11th floor. Among the new ones are: Thirty Seconds Over Tokyo, Dawn's Early Light, Girl With a Pay Check, Men in Motion, Mother Russia, Tahiti Holiday, With a Merry Heart, What America Means to Me, and many others of the best in fiction and non-fiction.

- V -

High Praise for the Women's War Activities Committee at the General Office, SF, was expressed in a recent letter to President A. T. Mercier from Mrs. Alma Spreckels Awl, president of the San Francisco League for Service Men. "Your company, with its employes, has set an enviable example in work, sacrifice and generosity for the perpetuation of this nation's ideals," added Mrs. Awl. The General Office women are giving energetic support to all war service organizations in the San Francisco area. • And to Superintendent H. S. Fairbank at El Paso comes commendation to the SP from Sheriff Allan G. Falby for the "splendid cooperation" from the railroad in connection with the city's parade and patriotic events on the Fourth of July.

- V -

Chief Mouser is the title created for "Tabby," who with two offsprings, recently dropped in at the Berkeley University Ave. baggage room looking for a job in the war effort. The story of the young alley cat was told by Hal Johnson in his column in the *Berkeley Gazette*. Ed Ennis, ticket clerk and baggageman, parts with some of his precious meat ration stamps to provide the chief mouser with food, Johnson reports.

- V -

Sacramento SP Club's Board of Governors met in annual meeting June 24 (see picture, right), at which time officers for the term 1943-44 were elected. New president is Ed J. Ratoni (seated, second from right). Next to him at right in picture is Pete Rogato, retiring president, while to the left is Tony Frank, vice president. Fred Holmes, secy.-treas., is at the end of the third row at right.



GENERAL OFFICE girls had a lot of fun, even without title honors, in SP Recreation Commission's Volley Ball League. Members of two teams: (standing, l-r) Shirley Harvey, Florence Quinn, Ruth Holbrook, Eileen Moxley, Kay Hansell, Gerry Siegel, capt. of No. 1 team, Audrey Levy, Naomi Brignoli, Rosemary Murphy. (Kneeling) Helen Hadley, Betty Seput, Esther Goldberg, mascot, Terry Podesto, capt. No. 2 team, and Evelyn Seput.



NEW OFFICERS for SP Daylight Post of Legion at LA. (Front row, l-r) Otto Bayer, asst. sgt arms; Albert Koehl, service officer; Kenneth Bayne, commander; Gale Taylor, past cmdr.; Seth Lawton, exec. committee. (Back row) F. Williams, sgt. arms; T. Juark, chaplain; Glenn Clayton, 2nd vice cmdr.; Clarence McKee, judge advocate; Robt. Young, adjutant. Not in picture: Chas. Forshee, 1st vice cmdr; Harry Southworth, historian; J. L. White, C. K. Whiteley, J. V. O'Connell, exec. committeemen. Presentation of $500 check to tobacco company for overseas cigarettes was feature of installation program July 13, with Dr. R. W. Starr as the MC.



BOARD OF GOVERNORS OF SACRAMENTO SP CLUB (SEE ITEM LEFT)

SP CLUBBERS AT LA DANCE TO AID FUND FOR CLUB BAND. SAM CAVA IS DIRECTOR AND MAXINE MAY, SOLOIST.





FRIENDS gathered around veteran Engineer David J. Welch as he completed his last run at Tracy June 30 to complete 43 years of service with SP. Left of him is J. W. Brown, conductor; right of him is Al Wiley, brakeman. At far left is Road Foreman of Engines Ben Stone, and next to him is Trainmaster C. E. Jones. Welch is widely known and respected from Alaska to Mexico.



RETIRING Engineers Jesse L. Woodson (left) of Eugene, and Harvey Carpenter of Dallas shake hands at Eugene as Woodson steps down from cab of Engine 4410 to end his last run and Carpenter prepares to take over for his final run. At right is Supt. M. L. Jennings (third from left, front row) with Woodson and group of prominent SP'ers who were on hand to greet the veterans.



RETIRED:

General Office: **Geo. B. Von Boden**, asst. mechanical engineer, after 45 years of service, retired on pension, effective Apr. 15. His fellow employes presented him with a War Savings Bond and a scroll expressing their good wishes. ● **Geo. D. Moler**, mechanical draftsman, retired effective July 30 after more than 30 years' service. Before joining SP in 1912, he was for 13 years with the Marine Corps. ● After 49 years of active service with SP—one of the longest service records with the Company—A. L. Wilson, 65, popular asst. aud. of payroll accts., retired on pension effective July 1. Wilson, whose home is in Oakland, began with SP Mar. 20, 1894, at Ogden, Utah, serving in various capacities in the Motive Power & Car Dept. He came to SP Nov. 1, 1906, as clerk, Aud. of Disb. office, and was promoted to bureau chief clerk and chief clerk of that office, and then asst. aud. of disb. and asst. aud. of payroll accts. ● **Geo. W. Yost**, asst. chief clerk, Commissary Accts. Bur., Misc. Accts. Dept., retired June 18. He started with the EP&SW in 1908 and had been at General Office since Jan. 1925.



PROMOTION of H. J. Poirier (center) to master car repairer, Shasta Div., and J. C. Stockton (left) to genl. car foreman, freight repairs, West Oakland, was the occasion for congratulations to both from Roy D. Young, master car repairer, Western Division. Ralph Spiro took the picture.

ROSEVILLE Yardman Ben Knapp (seated) was given a nice sendoff July 1 on completion of 33 years with SP. Asst. Genl. Ydmtr. J. J. McKay presented him with several gifts on behalf of fellow workers, and he was particularly proud to receive a "cannon-ball" slip for his last day's work.



San Joaquin: When the *San Joaquin* rolled into Bakersfield June 29 a successful and colorful railroad career was completed by veteran SP Engineer **Arthur S. Hirst**, Bakersfield. Hirst entered railroad service with the C&A, (Illinois) as fireman in 1900 and came to SP as engineer at Sparks, Nev., 1906, transferring to San Joaq. Div., 1908. He completed 36½ years' service. During Engineer Hirst's service he has never been involved in an accident and has been commended on many occasions. At the end of his run Engineer Hirst was greeted by his family and dozens of friends. (Picture on page 21.)

Western: Engineer **David J. Welch**, one of the West's most widely known veteran "rails", signed his last register on June 30 when he brought Train 231 into Tracy from Sacramento to close 43 years 8 months service with SP. Because of small stature, Welch bucked obstacles as a young man in launching a career. He had to enlist as a company cook to get into the Spanish-American War, and his height interfered again when he applied at West Oakland roundhouse for a job of firing. But he was persistent and got on as a student brakeman in Oct. 1899. Still determined to become a fireman, he made student trips on days off and otherwise managed to impress the road foreman that he could "cut the buck". He made his first trip as fireman in June 1903, and has been an engineer since Oct. 1909. Always active in affairs of railroad groups, particularly with the B of LE and on travel excursions of the SP Club, he is known as "Davy Welch" from Alaska to Mexico and from coast to coast. ● **Harry M. Ballenger** brought a long railroading career of 47 years to a close June 30 after working as a switchman in the Tracy Yards of SP for the last 23 years. He started railroading with UP at Grand Island, Neb., as callboy in 1896; joined the B of RT in 1900; says he'll now miss the thrill of switching cars in wartime but plans to devote himself to his garden and home at Tracy. (Picture Page 22.) ● After 43 years of railroading, **Geo. S. Hamilton**, passenger car foreman, West Oakland, retired recently. He was with SP over 25 years at W-O. His railroading service began with Texas Midland in 1900. ● **Benn J. Dison**, electrician, retired after over 30 years with SP and 20 years service at W-O. ● Annuities approved: **E. T. Butterfield**, B&B carpenter; **Oakley L. Edwards**, fireman; **Jas. E. Griffith**, brakeman; **T. W. Landgraff**, yardman; **Thos. C. Lord**, police officer; **J. K. Marquis**, mail handler; **Chas. W. Nantz**, engineer; **H. C. Stokes**, telegrapher; **Nora M. Whalen**, coach cleaner; **Edna G. Wood**, matron.

Portland: Rare in railroad annals was the little drama enacted at Eugene and Portland on June 30 as two SP veterans stepped out of the same engine cab to end their last runs on the same train the same day. Engineer **Jesse L. Woodson** of Eugene, ending his last run on the trip northward of Train 18—the *Oregonian*—from Klamath Falls to Eugene, delivered Engine 4410 to his lifelong friend, Engineer **Harvey Carpenter** of Dallas, Ore., so he could make his final run to Portland and retirement, too. In the cab with Woodson, firing for his dad by special arrangement, was Fireman **Stevens I. Woodson** of Eugene. Both Woodson and Carpenter completed 45 years' service. Woodson went to work for SP in Feb. 1899, as student fireman out of Portland. His first pay trip was on an old woodburner on Mar. 31, 1898. He was promoted to engineer in Aug. 1901; moved to Eugene in 1929. Always active in affairs of his craft organizations, he received his 40-year B of LE badge while still in service. Carpenter also began service with SP in Portland in 1898 as fireman on a woodburner. He transferred that year to Dunsmuir, and was promoted to engineer in 1903. For the last 40 years he has run the *Oregonian* out of Portland. In 1923 he was engineer of a train involved in a grade crossing accident at Harrisburg, Ore., which claimed the lives of members of the Emmet Castle family with the exception of one daughter. The girl, now Mrs. Perry Reeder of Portland, was adopted by Mr. and Mrs. Carpenter and under their loving care grew into a beautiful and talented young woman. Runs Carpenter remembers most proudly were those when President Wilson and the Princess of Norway were passengers. ● Brakeman **W. H. Sellwood**, June 30, after SP service dating from 1917. ● Annuities approved: **A. G. Hamblin**, conductor; **H. D. Harris**, switchman; **A. J. Koontz**, yardman; **F. A. Logan**, switchman; **G. N. Walters**, carman.

Sacramento: Following 43 years' service, Conductor **Wm. H. Richart**, 69, one of Roseville's best known railroad men, retired June 18. He started in Aug. 1899; worked a short time as yardman; transferred to brakeman in 1901; and was promoted to conductor in 1907. ● **Benj. C. Knapp**, Roseville SP yardman, retired July 1 after 33 years' service in Roseville Yards. He began railroading in 1910 and has seen switch engines grow from the tiny woodburners. Best wishes and gifts were tendered him at a ceremony at the office of Asst. Genl. Ydmstr. J. J. McKay. (Picture Page 18.) ● **Chas. H. Bragg**, retired July 6. He was employed as an engineer in Oct. 1892 and continued in that capacity. ● **Fred G. Leighton**, hostler helper, retired Feb. 4. He was originally employed as brakeman, 1906, and after break in service returned as mach. hlpr. and in 1928 transferred to roundhouse.

Sacramento Shops: Blacksmith **Tony Pitalo** of the Spring Shop retired July 2. He first began with SP June 17, 1912. ● Annuity approved for **L. A. Fernandez**, melter.

Coast: Machinist **John P. Spahn** of Bayshore Shops retired June 30 after completing 20 years 9 months' service with SP. ● Annuities approved for **Vincenzo Orlandi**, stationary engineer; **N. B. Poulin**, switchman. ● Applications for annuities were filed by **Wm. F. Carroll**, brakeman, continuous service from 1917; **Eugene M. Curran**, yardman, in continuous service since 1922; **Geo. N. Griffith**, yardman, continuous service since 1920; **Robt. W. Matley**, conductor, in continuous service since 1904; **Chas. A. Symons**, yardman, continuous service from 1920; **Wm. R. Wilder**, conductor, continuous service from 1907. ● **John L. Farley**, locomotive engr., made his last run on July 19 to end a career which began with SP Nov., 1900. He had been an engineer since Oct., 1904. He was greeted by Asst. Supt. B. S. Bauman and other railroaders when he brought the *Daylight* into San Luis Obispo on his last trip. A picture was taken but unfortunately it reached the *Bulletin* too late for this issue.

Shasta: Conductor **A. M. Dyrud** of Ashland retired June 5. He started as brakeman on the lines in Oregon in 1900 and in 1906 became conductor.

Los Angeles Shops: In SP service since 1917, **Earl L. Kirk**, mach., retired July 3. ● **Giuseppe Lombardo**, mach. hlpr., retired June 30. He entered service in 1924.

Los Angeles: Annuities approved: **Harvey W. Allen**, brakeman; **Harry F. Blake**, brakeman; **Antonio Bonano**, section laborer; **Geo. H. Hammon**, asst. car foreman; **Peter N. Loso**, steward; **Wm. H. Phillips**, yardman; **Clarence H. Williams**, carman.

El Paso Shops: Annuity approved for **Jose M. Ontiveros**, sheet metal worker differential helper.

Rio Grande: Annuities approved: **Frank N. Craver**, engineer; **Ora E. Jones**, night custodian; **Leslie L. Kyle**, engineer; **Dedrick F. Wilson**, engineer.

Salt Lake: Annuity application of **T. C. Florez**, track worker, has been approved.

Tucson: An annuity application of **Wm. F. Vaughn**, section foreman, has been approved.

Telegraph: On June 30, **W. G. Rice**, manager of telegraph office, Chicago, retired after 39 years with SP. At a gathering of Chicago employees, O. P. Bartlett, passenger traffic manager, in a very appropriate address presented the retiring officer with a fine armchair, and spoke eloquently of the long and valued service rendered by Mr. Rice, and particularly of his outstanding achievements in telegraphy.

PROMOTED & NEW JOBS:

Motive Power: Effective July 1, **Geo. H. Wilson**, genl. foreman at Sparks, was appointed asst. master mechanic, LA Div., with HQ at LA (new position). He first began with SP as mach. appr., Portland Div., 1917, and had served as roundhouse foreman at Timber, Albany and Eugene. ● **H. J. Poirier** was promoted to master car repairer, Dunsmuir, Shasta Div., succeeding the late Fred Doan. He was genl. foreman, pass. car dept., West Oak. Poirier started with SP as carbuilder, Ogden, 1919, served in various foremanships at Sparks, and became asst. genl. foreman, W-O, 1935. ● **Clair B. Fish**, asst. genl. foreman, Sacto. shops since 1941, was promoted genl. car foreman, West Oak., succeeding Poirier. He began as boilermaker hlpr., Sacramento, 1921, and advanced to foreman, pass. car dept., Sacto, 1939. **Norman Reynolds** was promoted to asst. genl. foreman, pass. car dept., to succeed Fish, and in turn, **John R. Trusler** became foreman, inside finishers; **Chas. E. Hardy**, foreman, cabinet shop; **Burrel C. Fagon**, foreman, pass. car shop (night); and **W. W. Hines**, from carbuilder to asst. foreman, pass. car shop. ● Effective July 16, Draftsman **John G. Maurer** was promoted to asst. engr. of tests, SF. He has been in continuous service with SP since 1937 after previous engineering experience with SP and other firms. He was graduated from the Univ. of Calif. and holds a degree in mechanical engineering. ● **W. D. Hoadley** was appointed genl. foreman at Indio Roundhouse (new position). He joined SP as machinist at Fresno, 1922, after previous railroading from 1904, and had been roundhouse foreman at Indio since 1932. ● **Chas. A.**

FRIENDS surround A. L. Wilson (fourth from right, front row), popular asst. aud. of payroll accts., SF, as Auditor of Payroll Accts. J. A. Quinn presents him with card signed by associates and luggage following his retirement, July 1, after 49 years' service. Behind and to right of Quinn (rear row) is Elmer M. Johnson, who succeeds Wilson.





EARL LAW KIRK with fine watch presented him by LA shop friends July 3 when he retired as machinist in tool room after service that began with SP in Sept. 1917.

Davidson was promoted to genl. foreman at Colton Roundhouse (new position). He started with SP as machinist at LA in 1915 after long railroading career dating from 1897. He has been roundhouse foreman at Colton since 1922. • At Sacramento: **Nicholas Hullin** was appointed genl. foreman, erecting shop, succeeding Richard Scott, who is away on sick leave. **Roy Robison** succeeds Hullin as foreman, erecting shop; **Jas. K. Edwards** was named asst. foreman, tender shop; and **Louis F. LeLay**, asst. foreman, car mach. shop. • **D. W. Firth** was appointed foreman, pass. car repairs, Sacto. He held post of foreman, frt. car repairs, to which he was appointed in 1941. He was succeeded by **J. G. Korich**, and **W. L. Robson** moved from frt. carman to asst. foreman. • **Frank Miller** was promoted to appr. instructor, frt. car dept., Sacto., from foreman. Succeeding him as foreman, frt. car repairs and constr., is **Paul E. Holmes**, asst. foreman, who in turn was succeeded by **Jas. M. Moore**, car builder. • **John Davison Jr.** was appointed to position of foreman blacksmith shop (night). • **Sam Miller** was promoted to asst. genl. foreman, car dept., SF, succeeding **T. L. Barter**, promoted to genl. frmn., as reported last month. Miller has had long railroading career dating from 1908. He was frmn., car insp., Bayshore. **N. C. Lafford**, who was frmn., car insp. (night), advanced to same position days. **Jas. Hart** advanced from car insp. to frmn., car insp. **J. W. Schoenfeld** is now foreman, pass. insp., West Oak., succeeding **C. H. Spencer**, promoted to genl. car foreman (night), WO, and **Dante C. Lovi** becomes asst. foreman, pass. reprs., WO. • **Israel B. Hatch** was promoted to asst. genl. pass. car foreman, LA, succeeding **H. C. Stengel**, who has been granted a six-month leave of absence. **Ralph W. Barber** was appointed dept. car foreman, succeeding Hatch; **Edgar M. McClure** advanced to passenger car foreman; **John C. Orr**, to asst. pass. car foreman; and **Elmer F. Atchley**, from painter to asst. foreman, pass. car reprs., Mission Rd. Coach Yd. • On LA Division: **Nells H. Hansen**, night roundhouse foreman at Taylor since 1939, advanced to the day foremanship, being succeeded by **Edw. M. Carnes**, who has been roundhouse foreman at Indio, which position has been taken by **Patrick J. Toy**, machinist at LA since 1935. **Harold W. Brown** advanced from night RH foreman to foreman machinist, Loco. Dept., Taylor, and was succeeded by **Thos. J. McDonald. Jose S. Reyes, Jr.**, was assigned as labor foreman, Taylor, succeeding J. T. Gonzales, who entered armed forces. **A. V. Gestas**, carman helper, became asst. coach cleaning frmn., LA, succeeding **E. F. Tipton**, who transferred to day shift. • On San Joaquin Divn.: **H. E. McCutcheon** was appointed roundhouse foreman (night) at Mojave; **Jas. G. French**, to machinist foreman, Erecting Shop, Bakersfield; and **Fay Baptista** from machinist to night RH foreman, Bakersfield. • **J. B. Garafano** was assigned as labor foreman, LA Shops, succeeding Nicola Fornelli, who transferred to sheet metal work at own request. • At Eugene: **Carl A. Nelson** was assigned to duties of foreman machinists (Back Shop), Eugene, with entry of W. B. Shaw into military service. He was foreman mach., Eugene roundhouse. **Gerald V. Randall**, frmn. mach., assumed duties of post vacated by Nelson. • **M. Conway** was appointed to new position of foreman relief outfit. He had been asst. car foreman since 1941. • At El Paso: **E. F. Peters** advanced to post of appr. instructor. He was asst. RH foreman. **Jas. W. Baxter** advanced to asst. roundhouse foreman, being succeeded as RH foreman at Carrizozo by Machinist **Horace H. Hickman. R. C. Vandewater** was promoted to dept. foreman, sheet metal workers, Genl. Shops, succeeding H. C. Vandewater, now a captain in the Army. He is succeeded by **Edw. J. Kessel** as foreman, sheet metal workers, and **Jos. P. Crowley, Jr.**, becomes asst. foreman. • **Manuel Macias**, hoisting mach. opr., was promoted to post of labor foreman. • At Tucson: **Vicente Alfaro** transferred to boilermaker foreman (new position). He was asst. RH foreman. **Elroy Austad**, asst. RH foreman, transferred to position vacated by Alfaro, and **Fred Wagner** to position left by Austad. **Bernardo T. Benitez** was promoted from wheel record man to frt. car foreman, repair tracks. **Jos. C. Higuera** advanced from lead car inspector to foreman car insp., East Yd. **F. F. Quiroz** was promoted to labor foreman (new position).

Operating: Effective in July, **G. M. Joyce** was promoted to asst. trainmaster at Medford, succeeding **H. J. Davis**, returning to train service at own request. Joyce was brakeman on Port. Div., where he joined SP in 1936. • **H. R. Wilson** was appointed term. trainmaster, Rio Grande Div. He joined SP as yardman, Tucson Div., 1936. • **D. E. Altman** became asst. trainmaster, SLake Div., HQ Montello, succeeding M. Lee-Thomas, returning to train service at own request. • **W. M. Brennan** was promoted to road foreman of engines, Sacto Div., succeeding Arthur Carr, retired. Brennan joined SP as fireman, Sacto Div., 1913; served as engr., 1919-43, and was appointed locomotive enginemen instructor last March. • **H. E. Peck** was appointed locomotive enginemen instructor to succeed Brennan. • **F. A. Driscoll** became enginemen instructor, HQ El Paso, succeeding J. W. Starr, promoted to road foreman of engines as reported previously. • **Z. T. Adams, Jr.**, asst. trainmaster, transferred from Gila to Yuma, and **W. F. Currier**, asst. trainmaster, from Nogales to Gila.

Engineering: Effective July 10, **G. E. Stewart** transferred from asst. div. engr., Sacto Div., to same position Portland Div., succeeding Gage Haselton, who became div. engr. Stewart has been in continuous service with SP since 1918. • **F. M. Lathrop** was named second asst. div. engr., Portland Div., succeeding H. M. Williamson, who entered Navy as officer. Lathrop, graduate of Univ. of Utah, had held position of asst. engr. Western Div., since 1941. • Effective July 12, **J. M. Reddy** was appointed roadmaster, Elko Dist., SLake Div., HQ Montello, succeeding **A. L. Campbell**, who was appointed roadmaster, Ogden Dist., HQ Ogden. • **H. W. Neuebaumer** was appointed roadmaster, Terminal Dist., LA, vice T. J. Reilly, transferred to roadmaster, Port Costa Dist. • **Ira B. Hargrave** became roadmaster, San Gabriel Dist. • At Bakersfield: **W. E. Sage** returned to former position of actg. asst. signal supv. in San Joaq. Valley on completion of signal construction project between



Gage Haselton
Named Division Engr., Portland

NEARLY HALF CENTURY of service with SP closed July 8 for Peter W. Le Fort (inset) with a dinner attended by Auditor of Freight Accts. associates and many General Office friends, including A. I. Hoskins, H. L. Smith and James Wigle of Freight Traffic Dept. Also present were H. J. Kiha and F. A. Howard, both asst. auditors of frt accts. Joe Badt, traveling freight accountant, kept the program moving along smoothly and humorously with a fine array of talent, including numbers by Shirley Krause, Helen Baumgartner and Kay McCole of Auditor of Freight Accts. Office. Arrangements were handled by Bill Gohl, Ted Sutter, Larry Lewis.







RETIREMENTS in the past month or so were the occasions for a number of SP gatherings. • At top is group which met in Watsonville to honor Fred Lobdell (third from left, seated), who retired as cashier after 40 years' service. To left of Lobdell in picture is J. E. Thomas, pres., SP Watsonville Club, and to right is Engr. Jerry McCabe, M/C, and R. H. Davis, agent. • At the right (upper picture), George S. Hamilton (center, left), retiring passenger car foreman, West Oakland, is presented with number of gifts. The presentation was made by J. R. Banks, W-O passenger carman. Hamilton retired after 25 years at W-O. He had 43-year career. • At right (lower picture) group surrounds Engr. Arthur S. Hirst at Bakersfield as he completed last trip June 29 to end colorful career of 36½ years with SP. Master Mechanic G. C. Bogart and Road Foreman of Engines A. H. Hoffman were among those on hand to greet him. • Below (upper picture) group at LA Genl. Shops greets Joe Lombardo (center, seated, with pipe and can of tobacco), machinist helper, as he retired at age 65 after 25 years' service. Fellow workers surprised him at the noon hour and presented him with stand and pipe tobacco. • At bottom of page, Bayshore Shop group gathers to present Machinist John Spahn (center, left) with gift as he retires after completing more than 20 years' service. He is 67. In center at right of Spahn is L. T. Fife, master mechanic, who presented him with the gift from his associates.









ENGINEERS of the BofLE Monday Luncheon Club, Divs. 692 and 415, with their wives and guests, honored veteran engineers J. B. Brown and David J. Welch; and Road Frmn. of Engines Arthur Carr at a dinner in Roseville July 3 following their retirements on pension after long SP service. Top pictures: (Left) Mr. and Mrs. Brown, and (right) one end of speakers' table showing Mayor and Mrs. Tom Monk of Sacramento, Mr. and Mrs. G. F. Rutherford of the WP, Welch, Master of Ceremonies and Mrs. E. S. Glanville, Supt. and Mrs. W. L. Hack. (Bottom) Other end of speakers' table with Master Mechanic and Mrs. L. E. Lonergan, Mr. and Mrs Carr and Supt. Hack. Other guests included State Senators Jerrold Seawell and Jesse Mayo; Dr. Louis E. Jones, and Al Phillips, retired grand secty.-treas., BofLE. Ladies of the Rebekah's Sewing Club prepared and served the dinner for the 275 attending. Soldiers from nearby Kohler Field furnished entertainment. Pictures were taken by yard clerk W. C. "Sparky" Heilbron.

Bena and Tehachapi. **C. C. Anson** has been assigned foreman, Signal Gang No. 1. **E. M. "Bud" Winans** has been appointed foreman of signal installation between Bena and Tehachapi.

Accounting: **Elmer M. Johnson** was promoted to asst. aud. of payroll accts., succeeding A. L. Wilson, retired. He began with SP Mar. 1, 1917 as file clerk, Aud. of Misc. Accts. office, transferred in 1928 to Asst. Genl. Aud.'s office as clerk; became chief clerk, Accts. Payable & Payroll Bureau, Aud. of Disb. office, 1931; was made special acct., Aud. of Disb. office, 1937, and transferred to Aud. of Payroll Accts. office as supervising accountant, 1942. In Aud. Misc. Accts. office: **E. G. Schacht** becomes traveling aud.; **G. W. Stevens,** chief clk., Document Custody Bur.; **J. M. Miller,** chief clk., Commissary Accts. Bur.; **L. B. Sayers** to chief clk., Bills Collectible Bur.; **John Shaw** to asst. chief clk., Bills Collectible Bur.; **R. S. Brown** to asst. chief clk., Commissary Accts. Bur.

Traffic: Appointment of **W. E. Campbell** of Pomona to new position of dist. passenger agent with HQ Pomona was announced July 8. He has been traveling pass. agent since 1929. Campbell has been with SP since 1909, starting as brakeman. ● **Anthony Saghy,** formerly in ticket office, El Paso, is appointed traveling pass. agent, San Luis Obispo, succeeding Kenneth Waterstreet, now 2nd Lt. in Army. ● **L. E. Giddings,** formerly pass. agt., Sacramento and Oakland, becomes traveling pass. agt., HQ Salinas, but serving throughout Central Dist. ● **W. W. Spence,** formerly pass. agt. on *Daylight* and Third St., SF, is now pass. agt. at San Miguel, assisting N. Tooker, traveling passenger agt. ● General Freight Traffic promotions (SF): **J. J. Oldham, E. M. Traver, L. A. Chatwood, W. W. Steiner, D. Heckman, J. Coleman, P. Lundstedt, G. L. Rose, H. C. Weller, E. B. Hughes, F. R. Dykes, D. DeWeese** and **L. Zoph.** ● Effective July 1, the general agency at Baltimore is being consolidated with general agency at Washington, D. C. **Chas. G. Mengel,** genl. agt., Baltimore, will have supervision over the consolidated agency. ● Effective July 24, **John M. Cable** became trav. frt. and pass. agt., Riverside; **Lynn Snyder,** ticket agt., Santa Ana. (See also page 5.)

Stores: At Sacto Genl. Stores **F. N. Carrille** and **J. F. McDonald** have been promoted to store helpers.

YARDMAN'S LANTERN changed hands at Tracy June 30 when veteran H. M. Ballenger turned his over to junior yardman W. T. Ross. Ballenger had been at Tracy for 23 of his 47 years railroading and many friends were there to extend best wishes on his last day.



DIED:

General Office: **Geo. F. Seitz,** engineering accountant, of a heart attack May 15. He had been with the Company since 1906 in continuous service with Engineering and Valuation Depts., having worked on many of the larger construction jobs in California, Oregon and Nevada. **Sadie Belle Brewer,** clerk in Genl. Pt. Traffic, in Genl. Hospital, SF, July 12. She had been with SP 25 years. **Chas. Shattuck,** 50, chief clerk of Voucher Approval Bureau of the Asst. Genl. Aud.'s office, in Genl. Hospital, SF, June 25, after being struck by a street car. He had been an SP'er since 1919.

Coast: Conductor **Eugene Dillenback,** in Genl. Hospital, June 15. **A. H. Johnson,** engr., died July 2. **D. E. Parks,** conductor, died July 3. **Charles L. Schafer,** clerk-warehouseman, died on June 3. ● Pensioners: **Mark M. Curry,** loader, July 10. **Patrick J. Hurley,** clerk, May 9. **Chas. H. Leist,** mach., July 3. **Chas. Lowe,** conductor, July 1. He was in service 35 years before retiring in 1939.

Western: Conductor **Stanley Paulson** in Genl. Hospital, SF, July 2. He began with SP as brakeman, 1910, and was promoted to conductor, 1916. **Fred E. Wood,** passenger carman welder, in Genl. Hospital, June 22. He had been in service since 1922. **Gustave J. Schmitt,** commissary store attendant, in Genl. Hospital, July 14. He had 21 years' service record. **Albert Comotto,** storehelper, July 16 after 17 years' service. **Nick Bavaro,** mail hand, in Genl. Hospital, June 29. **Chas. Schenck,** towerman, in Genl. Hospital July 1. **Harry Forth,** 56, head clerk, Steamer Dept., died suddenly at his home in San Lorenzo July 22 apparently of a heart attack. He had been with SP continuously since 1911 after first starting with the Company as office boy in 1906. ● Pensioners: **Capt. John A. Carson** of Piedmont, who had 52 years' continuous service record with Steamer Div., died July 17. He retired in 1936. Engineer **David W. DePue,** in Genl. Hospital July 6. He retired in 1942 after continuous service of 31 years. **Ernest S. Lindblade,** asst. gen. yardmaster, in Genl. Hospital June 19. He was in continuous SP service 35 years. **Chas. W. Perkins,** 82, veteran supervisor of towermen and division examiner at Oakland Pier, died in Long Beach July 7. He served SP 48 years and when he retired in 1930 it was estimated he had safeguarded the lives of millions of passengers passing through Oakland Pier by directing the movement of more than 600 steam and electric trains daily. **Thos. Williams,** who started his long railroad career with the Central Pacific, died at his home in Oakland July 5. He was with the Line Dept. until his retirement. **Manuel S. DeSilva,** trucker, Apr. 28. Eng. **John H. Devine,** July 4. He retired in 1940 after 39 years' service. First Officer **Ernest A. Johnson,** June 26. He was in service 38 years before retiring in 1927. Capt. **Chas. W. Schuler,** July 1. He was in ferry steamer service 27 years. **Emanuel Long,** dining car waiter, Oakland commissary, July 2. In service 27 years. **Chas. W. Roper,** porter, July 12. He served 34 years.

Salt Lake: Section Foreman **Kenneth Mar,** in Genl. Hospital, SF, July 3. ● Pensioner: **Do Toi,** section laborer, June 30.

Sacramento: **Harry Carey,** 52, retired SP switchman of Red Bluff, Cal., at Roseville July 4. ● Pensioners: Engineer **Elmore M. Murray,** in Genl. Hospital, SF, June 17. He retired in 1934 after continuous service of 28 years. **D'Estaing O. Tenney,** telegrapher, at his home in Burlingame. He was national organizer of retired railroad employees.

Sacramento Shops: Machinist Helper **Mike Marulo,** in Genl. Hospital, SF, July 12. ● Pensioner: **Jerko Mirosevic,** boilermaker, May 30.

Los Angeles Shops: Machinist **Gustave J. Ziegler,** July 13. He entered SP service June 1, 1927.

Los Angeles: Pensioners: Brakeman **Geo. W. Cole,** May 3. **Richard Hickman,** agent, July 3. He retired in 1937 after 26 years' service. Engineer **Robt. J. Johnson,** May 26. He had 26 years' service. **P. R. Soto,** section laborer, July 1.

Rio Grande: Pensioners: Section Foreman **Arthur C. Climer,** July 10. He served 25 years before retiring in 1939. Brakeman **Enoch Cound,** July 7. He served 35 years. **Alfred J. Smith,** engineer, June 26. He retired in 1928 after 25 years' service.

Tucson: Engineer **G. H. Arnold,** suddenly at Yuma June 17. Yardman **F. F. Green,** suddenly June 13. **Smiley N. Sonoqui,** locomotive painter hlpr., June 10. ● Pensioners: **Merritt B. Rockwell,** brakeman, Apr. 15. Truckman **A. E. Szallies,** Apr. 26.

Portland: Engineer **Wm. Helgeson,** for 40 years with SP, died July 4 at his home in Portland. He was born in Wisconsin and lived in Portland 43 years. **G. E. Price,** 64, SP auditor, June 21 at his home near Riddle, Ore. Born at Pontiac, Ill., he served in Spanish-American War.

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MARRIED & ENGAGED:

Betty J. Pilkington, clerk, Supt. Office, Portland, became the bride of Pfc Joe Bonner, Ft. Lewis, Wash., at Portland, June 27. ● Miss **Bonnie Shuck,** supervisor of mail clerks in office of Vice President-General Manager, was married in SF July 18 to Gordon Mountain, first-class petty officer, USN. They will reside in Philadelphia while he attends Officers' Training School. ● Miss **Gulidee Christopherson,** GMO clerk in office of VP-GM, was married in San Jose July 24 to Pfc Hugh Ryan of the Marines, now stationed at Treasure Island. ● **Mrs. Ella Swinney,** clerk, Passenger Acctg. Dept., announced that she slipped quietly away to Reno one week-end recently to marry Jas. A. Roche, SP. ● Announcement was made of the engagement of Miss Patricia Ann Tarrant of Carmel to Cpl. **C. Warren Wagner,** son of Mr. and Mrs. Carl Wagner of Roseville. She is the daughter of Mr. and Mrs. Fred Tarrant of Carmel. Cpl. Wagner, who is stationed at Monterey, was employed by SP in Auburn. ● **John Machado,** car machine shop, Sacto, took as his bride Elien Angelo on June 28 in Sacramento. ● **Everett Bedient** and Miss Lura McGill were happily married July 18 at Sacred Heart Church, Sacramento. Everett is an SP shopman. ● Cupid's bow strikes two times in the Motive Power Dept. Eve **Firpo,** file bureau, was married to Pfc. Leon Miller July 7 in SF. **Claire Sullivan,** asst. shop force record clerk, became the wife of Lt. Wm. Anderson June 22 in Springfield, Utah. ● From the Aud. Misc. Accts., SF, Clerks Mary Marshall and **Norma Armstrong** recently were married, respectively, to Roy Townsend and Edgar Laphy. ● **John E. McGuire** and **Patricia Brenham,** both of the office of Aud. of Capital Exp., were married in St. Anne's, SF, July 24. ● Brakeman **Jas. H. Spencer** of Coast Div., now staff sgt. with Army, and Miss Gertrude Arcega, were married July 6. Sgt. Spencer's father, Harry Spencer, is engineer at San Jose, and the bride's father is an inspector of Sacramento Div. ● **Elsie M. Spaulding,** stenographer, Supt.'s Office, Coast Div., SF, became the bride of Yeoman Harold Fugett July 24. She is the daughter of Asst. Chief Disptchr. O. L. Spaulding, Coast Div. ● Ensign **Lyle R. Edson,** SF freight station, and Miss Josephine E. Mathews, SF, married July 1.



WALLS: Charles Walls and Inez Lillian Richardson following their marriage June 20 at Sacramento. Chas. is popular foreman of blacksmiths at the Sacto General Shops.



ERICKSON: Lt. A. O. Erickson, formerly of the SF Dist. Passenger Off., and Mary June Buck were married on May 5 at Little Rock, Ark., where Al is stationed.



FITFIELD: Capt. Herbert D. Fifield and Goldie Mater, popular General Office couple, were married June 18 at Camp Hanrahan, La., where Herb. is with Army "rails."

DYRUD: Veteran Conductor A. M. Dyrud and wife, of Dunsmuir, plan to get full enjoyment of his "vacation" now that he has retired from railroading that began in 1900.



Overseas Romance: **Cpl. Geo. H. Ackerman, Jr.,** of Sacto Genl. Stores, was first of SP'ers in armed forces to be reported marrying on foreign soil. His bride is the former Miss Helen Bradburne and she is a member of the Women's Auxiliary Air Force in Australia. Their wedding took place at First Church of England, Brisbane.

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BORN:

W. L. Toso, genl. clerk in office of Vice President-General Manager, is father of a daughter, born July 3. Shirlee Regina is her name. ● **Leonard Gene** is new arrival at the home of **A. E. Anderson,** clerk, Genl. Freight Office, SF. ● **Mr. and Mrs. J. T. Meyers** received a gift of an 8½-pound daughter, born July 12. The treat was on JT with cigars and candy. ● To the wife of **John Bannister,** baby girl, July 10; weight 7 lbs. 11 ozs. John is an upholsterer. ● To the wife of **Tony Greblo,** a daughter, Linda Diane, on June 23. Tony is passenger carman, West Oakland. ● To the wife of **Anthony Solorio,** carman helper, a son on June 28. ● **Alfonso Chavez,** mach. appr., Tucson, is the proud papa of a 6 lb. 6 oz. baby boy Alfred. He was born July 2. ● **Juan Lopez,** mach., Tucson, wanted a little machinist, but he's happy with the little future WAC, born June 29. She was named Marie Juliette. ● **Arnold Hill,** Montello mach., secured another ration book following birth of a son James on July 6. ● A baby boy, Kenneth, arrived at the home of Mr. and Mrs. **Clifford Tonkin** June 15. He's clerk in Passenger Acctg. Dept., SF. ● To Head Timekeeper **R. Donahue** and wife, of Bakersfield, a girl, Donna Diane, May 28. ● **Frank M. Taylor** is the proud father of a daughter, born July 8. He is of Sacto shops. ● Mr. and Mrs. **John Dranko** are the proud parents of baby boy. John works at Car Shop 9, Sacramento. ● Mr. and Mrs. Robt. Jirka are proud parents of boy born July 20. Robert is machinist at Sacto Shops. ● Mr. and Mrs. **Myer H. Hatchman** announce the birth of a son, Robt. Michael, July 20. Hatchman, of Coast Div., is in the Army.

Master "S. P." Roth: The red, white and blue lapel tag of SP War Service Day adorned many a proud chest on June 15, but for Uriah Roth, Portland Div. fireman, the day called for extra swelling of chest on the arrival of a son, christened Spencer Paige Roth and appropriately initialed "S. P." in recognition of the railroad's salute to its employes in the armed forces.

INTO ARMED FORCES FROM ALL DEPARTMENTS OF THE SP



1 Jas. L. Arndt
Los Ang. Divn.
2 R. K. Kerr, Jr.
Tucson Divn.
3 H. E. Beale
Shasta Divn.
4 R. G. Frykholm
Portland Divn
5 W. J. Griffin
Western Divn.
6 P. E. Swanson
Aud. Pass. Accts.
7 P. D. Fierro
Los Ang. Divn.
8 Ben Gardner
Coast Divn.
9 D. L. Gunter
Sacto. Stores
10 J. K. Mumford
Salt Lake Divn.
11 R. B. McCarthy
Aud. Disb. Accts.
12 J. F. Snyder
Los Ang. Divn.
13 G. W. Hudkins
Los Ang. Divn.
14 Harry Jenkins
Portland Divn.
15 Albert Oehsner
Sacto. Stores
16 Huston Thistle
Coast Divn.
17 C. L. Steele
Los Ang. Divn.
18 Edward Fox
Aud. Frt. Accts.
19 M. Amarillas
Tucson Divn.
20 E. Rothery
Hospital Dept.
21 C. Stroughter, Jr.
Tucson Divn.
22 Bernard Crilly
Coast Divn.
23 S.C. Tompkins, Jr.
El Paso Shops
24 J. P. Villalobos
Los Ang. Shops
25 Ernest Vogt
Western Divn.
26 John H. Bean
Asst. Genl. Aud.
27 I. O. Penney
Frt. Traffic. SF
28 Jas. A. May
Los Ang. Divn.
29 R. Princevalle
Coast Divn.
30 R. C. Bloyd
San Joaq. Divn.